

US EPA ARCHIVE DOCUMENT

SECTION 6
LIST OF PREPARERS

| Name/Affiliation | Degree | Professional Discipline/Capacity | Years of Experience |
|-------------------|---------------------------------------|---|---------------------|
| EPA | | | |
| Catherine Fox | M.S., Oceanography | Senior Environmental Scientist | 10 |
| Heinz Mueller | M.C.P., City Planning | Program Manager | 20 |
| Benjamin West | M.S., Ecology | Project Manager | 10 |
| PARSONS | | | |
| Steven Bach | Ph.D., Botany | Biologist/Program Manager | 24 |
| Dana Brantley | B.S., Civil Engineering | Principal Planner | 17 |
| Jay Claypoole | I B S., Environmental Engineering | Environmental Engineer | 2 |
| Elizabeth Crowell | Ph.D., Archaeology | Senior Archaeologist/Cultural Resource Task Manager | 23 |
| Keith Dewey | B.A., Geography | Transportation Planner | 7 |
| Kriste Elia | M.A., Geography | GIS Applications | 5 |
| Alyse Getty | I.B A , Env Science/Political Science | Delivery Order Manager | 19 |
| Diane Halsall | B.A.. Anthropology/ Sociology | Historian/Cultural Historian | 6 |
| Phillip Jo | M.S., Environmental Engineering | Associate Acoustic Engineer | 2 |
| Meredith Kirby | B.S., Environmental Health Science | Environmental Scientist | 2 |
| Cynthia Liccese | B.A., History | Architectural Historian | 6 |
| Chris Martin | Ph.D., American Studies | Senior Architectural Historian | 16 |
| Heidi Rous | B.S., Physics | Principal Scientist | 10 |
| Alexander Sharp | M.S., Biology/ Env. Engineering | Environmental Engineer | 3 |
| Rick Shih | MS., Mechanical Engineering | Air Quality Engineer | 3 |
| Sean Wallace | B.A., Environmental Marine Science | Senior Environmental Scientist | 6 |

SECTION 7
LIST OF RECIPIENTS

The following list includes all the individuals and agencies who received copies of the Environmental Assessment for the proposed 17th Street Extension and Atlantic Steel Redevelopment Project, Atlanta, Georgia.

ELECTED/APPONTED OFFICIALS

| | |
|--------------------------------------|--|
| State Senator Vincent D. Fort | Atlanta City Councilman Member Michael J. Bond |
| State Representative Kathy Ashe | Atlanta City Councilwoman Felicia Moore |
| State Representative Douglas C. Dean | Atlanta City Councilman Lee Morris |
| State Representative Pam Stanley | Atlanta City Councilwoman Claire Muller |
| Mayor William C. Campbell | Atlanta City Council President Robert L. Pitts |
| Fulton County Commission Chairman | Atlanta City Councilwoman Debi Starnes |
| U.S. Congressman John Lewis | Atlanta City Councilwoman Cathy Woolard |
| U.S. Senator Zell Miller | Governor Roy Barnes |
| U.S. Senator Max Cleland | |

FEDERAL AGENCIES

| | |
|--------------------------------------|--|
| U.S. Environmental Protection Agency | US. Fish&Wildlife Service |
| Federal Highway Administration | U.S. Army Corps of Engineers |
| Federal Transit Administration | Advisory Council for Historic Preservation |

STATE GOVERNMENT

| | |
|---|---|
| Georgia Department of Transportation | Georgia Regional Transportation Authority |
| Georgia Department of Natural Resources | Georgia Department of Natural Resources |
| Environmental Protection Division | Historic Preservation Division |
| Georgia Department of Natural Resources | |
| Wildlife Resources Division | |

LOCAL GOVERNMENT

| | |
|--|--|
| Metropolitan Atlanta Rapid Transit Authority | Cobb County Department of Transportation |
| Atlanta Regional Commission | Fulton County Transportation Administrator |
| Atlanta Fulton County Public Library | City of Atlanta |
| Central Library | Department of Planning, Development and |
| Peachtree Branch | Neighborhood Conservation |
| Atlanta Neighborhood Planning Unit - E | Department of Public Works |

ORGANIZATIONS AND GROUPS

- Atlanta History Center
Home Park Community Improvement Association
Loring Heights Neighborhood Association
Ansley Park Civic Association
Midtown Alliance
African-American Environmental Justice Network
Midtown Neighborhood Association
Winter Properties
Post Properties
Atlanta Bicycle Campaign
Woodruff Center for Performing Arts
Norfolk Southern
Atlantic Steel Industries, Inc.
Southern Organizing Committee for Economic and Social Justice
- Atlanta Preservation Center
Sierra Club
Georgia Institute of Technology
Mills Corporation
Atlanta Journal-Constitution
Central Atlanta Progress
Georgia Tech Foundation
Atlanta Development Authority
The Georgia Conservancy
Southern Environmental Law Center
Georgians for Transportation Alternatives
The PATH Foundation
Georgia Trust for Historic Preservation
Jacoby Atlantic Redevelopment

APPENDIX A
ATLANTIC STEEL ZONING CONDITIONS

ATLANTIC STEEL
Z-97-58 CONDITIONS

1. The property will be rezoned to the C- 4 - C zoning classification with a maximum development limitation of 50 percent of the allowable residential FAR and 30 percent of the allowable non-residential FAR under such classification. These development limitations shall apply to the property as a whole and not to any component tract.
2. The property shall be developed in accordance **with the** Use Diagram ("Diagram") attached hereto and titled "Proposed Atlantic Steel Redevelopment for **Jacoby** Development Incorporated, prepared by Thompson, **Ventulett**, Stainback and Associates stamped received by **the** Bureau of Planning April 3, 1998, more particularly as follows:
 - A. The Street system will **be** constructed as indicated on the Diagram. Bike **lanes** shall be included on **17th** Street, State **Street** (including loop north of **17th Street**), and Center Street.
 - B. **The** Area south of **16th** Street as shown on the Diagram and east of State Street will be developed in accordance with the standards of the R-5 zoning **classification**.
 - C. The area south of 16th Street as shown on the Diagram and between State and **Mecaslin Streets** will be developed in accordance with the standards of the RG-3 zoning classification with a maximum 35' height restriction on the State Street side and those units facing State Street.

 - D. Areas **north** of **16th** Street as indicated on the Diagram and specified as "**Low Rise** Residential- will be restricted to residential use except for a maximum of 10 percent accessory retail use and shall be contained in buildings not greater than four (4) stories in **height**."
 - E. Not less than 90 percent of **the** developed square footage in the area designated **as** "Predominantly Residential" on **the** Diagram shall contain residential and accessory uses.
3. **The** development will be subject to restrictive covenants which will provide for maintenance of open space areas and architectural control, through an architectural review **board, of all** buildings. **The** developer will include a representative from Home Park **neighborhood** and a representative from **Loring** Heights neighborhood on the architectural **review board**.
4. **The** developer will work with the City **and** Home Park to limit cut-through **traffic** on residential streets perpendicular to and south of 16th Street by means of culde-sacs, speed humps, gates, control arms, and other **traffic-calming devices**. The developer will **work with** the City and **Loring** Heights neighborhood to limit **cut-through traffic** on Bishop **Street**.

5. There will be open space of not less than seven acres which will include a lake and landscaped area as indicated in the "Predominantly Residential" area of the Diagram.
6. Design standards with dimensions for streetscape, pedestrian circulation and bike paths will be indicated on the attached drawing from Thompson, Ventulett and Stainback (TVS), and pedestrian and bicycle elements will be installed concurrently with the street system. These standards are shown in the attached drawings dated February 2, 1998, stamped received by the Bureau of Planning April 3, 1998, and respectively include: (a) a plan **drawing** of **proposed 16th** and **17th** Streets; (b) a section through 16th Street; and (c) a section through **17th** Street.
7. The development will not utilize the existing at-grade crossing over the railroad at Mecal Street, and will not pursue any other **crossing** into Mecal Street north of the **railroad**, except to provide for a trail link, and will support closure of the crossing by the City. However, the crossing will be retained as a signalized **bike/pedestrian** crossing and the developer shall construct a 12 foot concrete multi-use trail **connection** to this crossing from the bike lanes on 17th Street and from the multi-use trail running parallel to **the** Southern railroad right-of-way.
8. The developer will incorporate public **art** as possible into the development.
9. The Bureau of Buildings shall not issue permits for any buildings or structures on the property, except for infrastructure improvements (defined as bridge/road access and water/sewage projects and remediation of existing utilities) until a contract is approved for construction of the **17th** Street bridge over **I-75/85**.
10. The developer will incorporate people movers and other alternative **forms** of public transportation into **its** plans, subject to the required approvals by federal, state, **City** of **Atlanta, and MARTA, including plans** for access to the **Marta** Arts Center **station** as well as provision for connection to the rail corridor to the **west** and will use its best efforts to **see that** such transportation is provided.
11. All buildings along **the** new 17th Street in the area of the property designated as "Mixed Use" on the Diagram will contain ground level retail facing the **street**.
12. **Service** and loading **areas**, will be placed underground or in otherwise inconspicuous areas.
13. All utilities will be underground.
14. The developer will use **its** best efforts to **ensure** that development is phased so that the proposed residential space is developed in advance of, or concurrent with, **retail/** commercial space in such a manner that when **100** percent of the proposed **retail/** **comm.ercial** space has been built, 100 percent **of the** proposed residential space shall also have been built.
15. The primary pedestrian entrance to any building shall face toward the public sidewalk.

16. Along the new 17th Street in the area of the property designated as "Mixed Use" on the Diagram, no parking or driveways shall be permitted between any building and the sidewalk, provided, however, that hotels may have circular driveways in the front of a building for the purpose of providing for the arrival and departure of guests; and that a building surrounded on more than one side by public streets may have a circular drive on any one except 17th street.
17. Along the new 17th Street in the area of the **property** designated as "Mixed Use" on the Diagram, the number of curb cuts shall be limited to one per building per street, provided, however, that properties fronting on 17th Street shall not be permitted to have curb cuts onto 17th Street, with the exception of parking garages and hotels with circular driveways, which may have a maximum of two curb cuts from any street frontage which serve a circular driveway.
18. Along the new 17th Street in the area of the **property** designated as "Mixed USC" on the Diagram, buildings shall be set back no more than 25 **feet** from the edge of the Street curb, except to provide for public plazas, pedestrian space, or usable public green **space**.
19. The Bureau of Buildings shall not issue a building Permit until such time as **the** Commissioner of the Department of Public Works has **certified** that for **each** prospective phase of development the sanitary sewer capacity is sufficient to **carry** the **projected** additional flow, and such building permit shall require the installation of non-bypass style grease traps for all proposed restaurants.
20. A **final** landscape plan, including a phasing plan, shall **be** approved by the **Bureau** of Planning. The Bureau of Buildings shall not issue temporary or permanent Certificates of Occupancy unless and until it has inspected the property and verified that the entire landscape plan has been fully implemented, in accordance with the applicant's phasing plan.
-
21. All proposed pedestrian and open **space** improvements, as required in **condition** 6 above; shall be fully implemented prior to temporary or **permanent** Certificates of Occupancy being issues, in accordance **with the** phasing plan to be approved by **the Bureau** of Planning.
22. The Department of Public Works shall not issue any clearing and grading permits for any building components of **this** project until such time as the Bureau of Buildings has issued a building permit which includes a **stormwater** drainage plan, approved by **the** Department of Public Works.
23. The Bureau of Buildings shall not issue a building permit until such time as **the** applicant has submitted a transportation management plan (**TMP**) for all non-residential components. **The** number of single **occupancy** vehicle trips proposed to be generated by **this project** exceeding 5,366 peak period a.m. trips will be mitigated by the development of a **TMP**. **This** plan will be developed through **the** implementation of an **annual** commute mode survey. **Said** survey will be submitted on an annual basis from the day of initial **occupancy of each** tenant employing more than 50 employees. **The survey will be** based on a continuous five-day work week for all employees arriving at the work **site** between 6:00 a.m. and **10:00** a.m., Monday through Friday. Based upon the survey information, the employer **will** develop a

FINAL

TMP. The TMP will contain strategies and implementation programs for reducing the number of single occupant vehicle trips by 25 percent during a five year period from the first day of initial occupancy. Said **TMP** shall include, but not be limited to:

- A. An estimate **of the** number of employees and visitors per hour estimated to use rail and bus transit throughout the day, and a bus and rail schedule showing the frequencies of stops near the property.
- B. A description of how information regarding new or existing transit stops and building access to such stops will be displayed on the property in indoor or outdoor locations.
- C. A program to promote and maintain employee participation in carpooling, van-pooling and use of mass transit, including a system for monitoring the number of, and travel patterns of, ride sharers.
- D. Identification of nearby land uses that are projected to generate high volumes of pedestrian traffic and an illustration of the means of pedestrian access an assurance of continuity to these land uses from within the property.
- E. An illustration of the means of ingress and egress for motorized vehicles.
- F. A statement committing to support for, and participation in a Transportation Management Association (**TMA**) and the funding mechanism necessary to **support** its activities.
- G. During the construction of the project, the developer will post and issue notices directing all construction **traffic** to avoid all residential streets surrounding the development.

-
24. ~~The Bureau of Buildings shall not issue a building permit for any structures until such time~~ as confirmation that the Phase **II (environmental)** Work-plan has been fully implemented and that the applicant has certified to the Commissioner of Planning Development and Neighborhood **all** other necessary site remediation has been fully executed. Said work-plan is a matter of public record according to August **25, 1997**, letter from State of Georgia Environmental Protection Division.
25. The developer shall encourage residential developers to provide residential units for owner occupancy, particularly on the low-rise units **both north and south** of **16th** Street and in at least one of the high-rise residential structures.
26. The developer(s) or member of **the property owners** association shall meet **with** the NPU on an annual basis, or at such time **that** a building **permit** is requested, to report on the status of the project
27. It is the intent of the City Council to pursue **adoption** of a Special Public Interest District (SPI) for an area that includes, but is not limited to, the Atlantic **Steel** property *at incorporates the conditions herein contained.

| | | | | | | | |
|---|---------|---|---------|---|---------|----|-----------|
| Y | McCarty | Y | Dorsey | Y | Moore | Y | Thomas |
| Y | Starnes | Y | Woolard | Y | Martin | Y | Emmons |
| Y | Bond | Y | Morris | Y | Maddox | Y | Alexander |
| Y | Winslow | Y | Muller | Y | Boazman | NV | Pitts |

US EPA ARCHIVE DOCUMENT

Regular Session

| | |
|------------------------|--------------|
| YEAS: | 15 |
| NAYS: | 0 |
| ABSTENTIONS: | 0 |
| NOT VOTING: | 1 |
| EXCUSED: | 0 |
| ABSENT | 0 |

| | | | | | | | |
|---|---------|---|---------|---|---------|----|-----------|
| Y | McCarty | Y | Dorsey | Y | Moore | Y | Thomas |
| Y | Starnes | Y | Woolard | Y | Martin | Y | Emmons |
| Y | Bond | Y | Morris | Y | Maddox | Y | Alexander |
| Y | Winslow | Y | Muller | Y | Boazman | NV | Pitts |

APPENDIX B

CITY OF ATLANTA LETTER – NO ACTION ALTERNATIVE



DEPARTMENT OF PLANNING, DEVELOPMENT AND NEIGHBORHOOD CONSERVATION
55 TRINITY AVENUE, S.W. SUITE 1450 • ATLANTA, GEORGIA 30336-0308
404-830-6070 • FAX: 404-858-7638

BILL CAMPBELL
MAYOR

MICHAEL A. DOBBINS
Commissioner

TIM POLK
Deputy Commissioner

April 242000

Mr. Benjamin West
Environmental Engineer
Environmental Protection Agency
61 Forsyth Street, SW
Atlanta, Georgia 30303

Dear Ben:

Subject: Atlantic Steel TCM -No Build Alternative

Pursuant to your request to provide a reasonable development scenario for the Atlantic Steel property in the event a bridge is not constructed across I-75/85, the following represents our best judgment, based on current trends of development activity and patterns and City land use and zoning policy.

The property is presently zoned C-4-C, the last "C" standing for "Conditional," the practical effect of which is that no development can occur on the site without a formal rezoning process. Our scenario, then, would assume one or a number of rezoning applications, probably in Floor Area Ratio 2 range, depending on whether the property was held intact or parceled out. In either event, we would look for a development pattern that in square footage, and to some extent even distribution of square footage, is not greatly different from the proposal before us. The more marked differences would lie in the likely quality and timing of development.

The quality differences fall into three areas, connectivity, mixture of uses, and design quality. We would expect the site to be developed in many phases, either under a single zoning or zoned in pieces where it would be improbable that an overarching vision of a cohesive "village" or "town" would emerge. Transit linkages, and thus usage, would not be likely nor even to a large extent, possible, relying solely on whatever bus coverage could be provided from Northside Drive or 14th Street. In addition, other internal connections, like pedestrian continuity or provision of continuous streetscapes and usable green space would be problematic.

The site probably would develop with a mixture of uses, overall, including strip shopping, low to mid-rise multifamily residential, mid-rise office/tech space, and lab or light industrial space. I would anticipate, however, that their development components would be built as a series of single-use developments rather than comprehensively. As a consequence, the opportunities for intermixing these uses would be limited. Adjacent land uses probably would be less compatible and not as mutually supportive. Parking would be built on a per site needs basis with less opportunity for shared or coordinated parking strategies, resulting in more parking spaces overall.

The design quality, and quite possibly the construction quality, probably would be run-of-the-mill, both for the land area as a whole and at the development site level. Opportunities for establishing and maintaining high level, cohesive design standards would be limited.

Finally, the timing and phasing of the development we would expect to be more protracted. We would expect some pieces to get underway soon after rezoning occurred and then to follow on a market driven build-out schedule. The effect of this scheduling would underscore some of the quality issues discussed above: connectivity would be hard to achieve; mixture of use sequencing would be hard to predict; and the opportunity for well thought out, high quality design standards would be lost. Below is a table that illustrates the categories of development likely to occur and the approximate square footages of each:

| No-Build Scenario Land Use Type | Estimated Sq. Ft. | Estimated Parking Spaces |
|------------------------------------|----------------------|--------------------------------|
| High-Tech Office | 2,500,000 | 10,000 |
| High-Tech Lab | 1,000,000 | 3,000 |
| Retail | 1,500,000 | 7,500 |
| Residential | 2,400,000 | 3,120 |
| Hotel | 600,000 | 720 |
| Total | 8,000,000 | 24,340 |

Mr. Benjamin West
April 24, 2000
Page 3

It should be noted that ~~the~~ above scenario does not **fully** utilize the density permitted **under an P.A.R.** of 2. I would anticipate, however, ~~that~~ over the last **third or so** of the period leading up ~~to~~ the **2025** design year, **depending on market** forces, the **remaining permitted density likely** would be built out.

I hope ~~this~~ give you the picture you **need** to complete your 'No-Build' analysis, **and, please let ma know** if **you** need **anything further**.

Sincerely,



Mike Dobbins
Commissioner
Department of Planning,
Development & Neighborhood Conservation

CC: **Larry Wallace**
 DeWayne Martin
 Robert Gray
 Norman Koplon
 Charles Brown

/mlb

APPENDIX C
STORMWATER MODELING REPORT

Surface Water Runoff Calculations – TR-55

Atlantic Steel Industries, Inc. Property
Atlanta, Georgia

Prepared for:

Atlantis 16th, L.L.C.
Atlanta, Georgia

Prepared by:

Law Engineering and Environmental Services, Inc
Kennesaw, Georgia
December 1999

December 16, 1999

Dr. Hilburn O. Hillestad
Senior Vice President
Jacoby Development, Inc.
d/b/a Atlantis 16th, L.L. C.
1000 Abernathy Rd., N.E.,
Suite 1800
Atlanta, GA 30328

Subject: Report of Surface Water Runoff Calculations – TR-55
Atlantic Steel Company Site, Atlanta, Georgia
LAW Project Number 95073-9-0004.02.0201

Dear Dr. Hillestad:

Law Engineering and Environmental Services, Inc. (LAW) is pleased to submit the following final letter report which describes the results of our surface water runoff calculations for the subject site.

Background

LAW was requested to perform calculations to determine the increase in peak discharges due to the redevelopment of the subject site. The increase in peak discharge may then be used to further evaluate storm water conveyance/storage options for the site.

Results

The results of the runoff calculations for the pre and post development scenarios are summarized below:

| | Peak Discharge (cu.ft/sec) | Time (hours) |
|------------------|-------------------------------|-----------------|
| Pre development | 538 | 12.3 |
| Post development | 1140 | 12.1 |

The difference between the post development discharge and the pre development discharge is 602 cubic feet per second.

Assumptions

The following assumptions were made in calculating the peak discharges:

Generic assumptions about site:

1. Total Pre Development area = 134.11 acres. Area does not include runoffs from 17” Street Bridge, CSX underpass, and North Side Drive connector
2. Total Post Development area = 135.21 acres. 50% of the surface runoff contributions from the 17” Street Bridge and North Side Drive connector, and 100% of the surface runoff contribution from the CSX underpass is assumed to flow onto property (Total 1 acre).

Assumptions in TR-55 model:

1. 25-yr, 24 hour rainfall assumed for calculations (=6.8" for the site)
2. Type II rainfall assumed
3. Hydrologic soil group D was selected for the site
4. Tabular hydrograph method TR-55 to be used for peak flow calculations for both Pre and Post development scenarios
5. 3 sub areas used for runoff calculations

For a detailed list of assumptions, please refer to the attached TR-55 Storm water Runoff Model Assumptions.

We appreciate the opportunity to provide continued environmental consulting services to the Atlantic Steel Redevelopment project. Should you have questions, please contact us at (770) 421-3400.

Sincerely,

LAW ENGINEERING AND ENVIRONMENTAL SERVICES, INC.

John J. Ososkie, P.E.
Project Manager

Scott Condra
Assistant Vice President
Project Manager

SWC/JJO/tab

Attachments: Figures
Calculation Tables
Storm water Runoff Model Assumptions

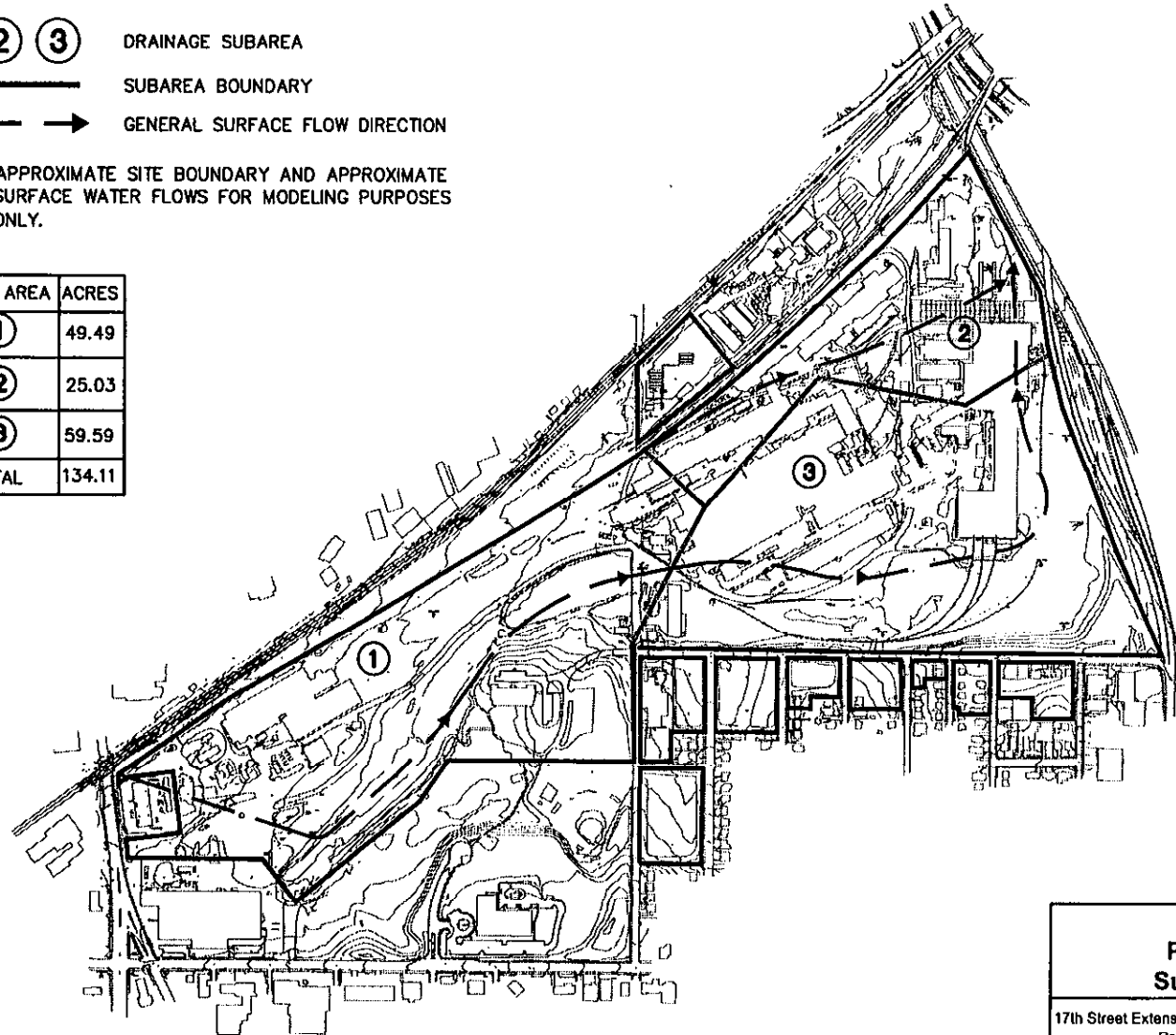
FIGURES

LEGEND

- ① ② ③ DRAINAGE SUBAREA
—— SUBAREA BOUNDARY
——→ GENERAL SURFACE FLOW DIRECTION

NOTE: APPROXIMATE SITE BOUNDARY AND APPROXIMATE
SURFACE WATER FLOWS FOR MODELING PURPOSES
ONLY.

| SUB AREA | ACRES |
|----------|--------|
| ① | 49.49 |
| ② | 25.03 |
| ③ | 59.59 |
| TOTAL | 134.11 |



0 400 800
SCALE

Figure 3-3
Pre-Development
Surface Water Flow

17th Street Extension and Atlantic Steel Redevelopment Project
Draft Environmental Assessment

SOURCE: LAW 1999a

TABLES

10/10/1981 10:10:10 AM 10/10/1981 10:10:10 AM 10/10/1981 10:10:10 AM

| | | | | |
|---|-----------------------------|----------|----------|--------------------------------|
| Runoff curve number and runoff - Present Site Condition | | | | |
| Project: | Atlantic Steel Site | By: | KK | 12/14/99 |
| Location: | Atlanta, Georgia | Checked: | JJO/SAP | 12/16/99 |
| Present Site Condition | | | | |
| 1. Runoff Curve Number - Segment 1 | | | | |
| Soil name and hydrologic group | Cover description | CN | % Area | Product of CN and % area |
| Fill Material, D | Impervious areas | 98 | 10 | 980 |
| Fill Material, D | Woods, Fair | 79 | 43.5 | 3436.5 |
| Fill Material, D | Urban districts, Industrial | 93 | 46.5 | 4324.5 |
| Totals | | | 100 | 8741 |
| CN (weighted) = total product / total area = | | 87.41 | | |
| Use CN = | | 87 | | |
| 2. Runoff | | | | |
| | Storm #1 | storm #2 | Storm #3 | |
| Frequency..... yr | 25 | | | |
| Rainfall, P (24-hour)..... in | 6.8 | | | |
| Runoff, Q.....in | 5.29 | | | |

| | | | | |
|---|-----------------------------|----------|----------|--------------------------------|
| Runoff curve number and runoff - Present Site Condition | | | | |
| Project: | Atlantic Steel Site | By: | KK | 12/14/99 |
| Location: | Atlanta, Georgia | Checked: | JJO/SAP | 12/16/99 |
| Present Site Condition | | | | |
| 1. Runoff Curve Number - Segment 2 | | | | |
| Soil name and hydrologic group | Cover description | CN | % Area | Product of CN and % area |
| Fill Material, D | Impervious area* | 90 | 0 | 0 |
| Fill Material, D | Woods, Fair | 79 | 10.5 | 029.5 |
| Fill Material, D | Urban districts, Industrial | 93 | 89.5 | 8323.5 |
| Totals | | | 100 | 9153 |
| CN (weighted) = total product/total area = | | 91.53 | | |
| Use CN = | | 92 | | |
| 2. Runoff | | | | |
| | | Storm #1 | Storm #2 | Storm #3 |
| Frequency | yr | 25 | | |
| Rainfall, P (24-hour) | in | 6.8 | | |
| Runoff, Q | in | 5.86 | | |

| | | | | |
|---|-----------------------------|----------|----------|--------------------------------|
| Runoff curve number and runoff - Present Site Condition | | | | |
| Project: | Atlantic Steel Site | By: | KK | 12/14/99 |
| Location: | Atlanta, Georgia | Checked: | JJO/SAP | 12/16/99 |
| Present Site Condition | | | | |
| 1. Runoff Curve Number - Segment 3 | | | | |
| Soil name and hydrologic group | Cover description | CN | % Area | Product of CN and % area |
| Fill Material, D | Impervious area* | 98 | 10 | 980 |
| Fill Material, D | Woods, Fair | 79 | 30 | 2370 |
| Fill Material, D | Urban districts, Industrial | 93 | 60 | 5580 |
| Totals | | | 100 | 8930 |
| CN (weighted) = total product/total area = | | 89.3 | | |
| Use CN = | | 89 | | |
| 2. Runoff | | | | |
| | | Storm #1 | Storm #2 | Storm #3 |
| Frequency.....yr | | 25 | | |
| Rainfall, P(24-hour).....in | | 6.8 | | |
| Runoff, Q.....in | | 5.51 | | |

Time of Concentration (Tc) - Present

| | | | |
|------------------------|---------------------|----------|----------|
| Project: | Atlantic steel site | By: | KK |
| Location: | Atlanta, Georgia | Date: | 12/14/99 |
| Present Site Condition | | Checked: | JJO/SAP |
| | | Date: | 12/16/99 |

Sheet Flow

| | | | | |
|--|---------------|---------------|---------------|----------------|
| Segment ID | 1 | 2 | 3 | |
| 1. Surface Description..... | Woods/Smooth* | Range/Smooth* | Range/Smooth* | |
| 2. Manning's roughness coefficient, n..... | 0.18 | 0.023 | 0.047 | |
| 3. Flow length, L (total L<or= 300ft).....ft | 300 | 300 | 300 | |
| 4. Two-year 24-hour rainfall, P ₂in | 4 | 4 | 4 | |
| 5. Land slope, s.....ft/ft | 0.015 | 0.02 | 0.02 | |
| 6. Tt = 0.007 (nL) ^{0.8} /P ₂ ^{0.5} S ^{0.4} Compute T _thr | 0.4566 | 0.0785 | 0.1390 | Total = 0.6741 |

Shallow concentrated flow

| | | | | |
|--|---------|---------|---------|----------------|
| Segment ID | 1 | 2 | 3 | |
| 7. Surface description (paved or unpaved)..... | Unpaved | Unpaved | Unpaved | |
| 8. Flow length, L.....ft | 700 | 1700 | 2500 | |
| 9. Watercourse slope, s.....ft/ft | 0.015 | 0.02 | 0.02 | |
| 10. Average velocity, V.....ft/s | 1.9 | 2.25 | 2.25 | |
| 11. Tt = L / 3600 V Compute T _thr | 0.1023 | 0.2099 | 0.3086 | Total = 0.6209 |

Channel flow

| | | | | |
|---|--------|--|--|--------------|
| Segment ID | 1 | | | |
| 12. Cross sectional flow area, a.....ft ² | 72 | | | |
| 13. Wetted perimeter, P _wft | 24 | | | |
| 14. Hydraulic radius, r = a/P _w Compute r.....ft | 3.0 | | | |
| 15. Channel slope, s.....ft/ft | 0.005 | | | |
| 16. Manning's roughness coefficient, n..... | 0.07 | | | |
| 17. V = 1.49r ^{2/3} s ^{1/2} /n Compute V.....ft/s | 3.1308 | | | |
| 18. Flow length, L.....ft | 2100 | | | |
| 19. Tt = L / 3600 V Compute T _thr | 0.1863 | | | Total 0.1863 |
| 20. Watershed or subarea T _c or T _t (add T _t in steps 6,11, and 19).....hr | | | | 1.4813 |

* Calculation (Composite n):
Segment 1) n=0.435x0.4 + 0.565x0.011 = 0.180
Segment 2) n=0.895x0.011 + 0.105x0.13 = 0.023
Segment 3) n=0.7x0.011 + 0.3x0.13 = 0.047

Predevelopment Watershed Data

| | | | | | | | |
|------------------------------|--------------------------|----------------------------|--------------------------|---------------------|----------------|---------------------|-------------------------------|
| Project: Atlantic Steel Site | | Location: Atlanta, Georgia | | By: KK | | Date: 12/14/99 | |
| Site Condition: Present | | Frequency: 25 yr - 24 hr | | Checked: JJO/SAP | | Date: 12/16/99 | |
| Subarea name | Drainage area | Time of travel | Downstream subarea names | Travel time | 24-hr rainfall | Runoff curve number | Initial abstraction |
| | | through subarea | | summation to outlet | | | |
| | A_w (mi ²) | T_c (hr) | | $\sum T_i$ (hr) | P (in) | CN | I_a (in) |
| | | | | | | Q (cfs) | $A_w Q$ (mi ² -in) |
| | | | | | | | I_a/P |
| 1 | 0.0773 | 0.7453 | N/A | 0 | 6.8 | 87 | 0.289 |
| | | | | | | | 0.0440 |
| 2 | 0.0391 | 0.2884 | N/A | 0 | 6.8 | 92 | 0.174 |
| | | | | | | | 0.0256 |
| 3 | 0.0931 | 0.4476 | N/A | 0 | 6.8 | 89 | 0.247 |
| | | | | | | | 0.0363 |

Pre Development watershed data

| | | | | | | | | | | | | | | | | | | | | |
|--------------------------------|---------------------------|---------------------|----------------------------|-----------------------|--|-------|-------|-------|------------------------|-------|----------------------------------|-------|-------|-------|------|------|------|------|------|--|
| Project: Atlantic steel | | | Location: Atlanta, Georgia | | | | | | By: KK Checked: JJO | | Date: 12/14/99 Date: 12/16/99 | | | | | | | | | |
| Pre development site condition | | | Frequency (yr) 25 | | | | | | | | | | | | | | | | | |
| Subarea name | Basic watershed data used | | | | Select and enter hydrograph times in hours | | | | | | | | | | | | | | | |
| | Subarea | Sum T1 to outlet | Ia/P | AmQ | 12 | 12.1 | 12.2 | 12.3 | 12.4 | 12.5 | 12.6 | 12.7 | 12.8 | 13 | 13.2 | 13.4 | 13.6 | 13.8 | 14 | |
| | Tc (hr) | (hr) | | (mi ² -in) | Discharge at selected hydrograph times (ft ³ /s) | | | | | | | | | | | | | | | |
| 1 | 0.7453 | 0.0000 | 0.0440 | 0.4086 | 18.8 | 27.8 | 47.0 | 79.3 | 120.1 | 155.3 | 173.3 | 167.5 | 150.8 | 103.0 | 70.3 | 50.3 | 38.0 | 30.2 | 24.9 | |
| 2 | 0.2884 | 0.0000 | 0.0256 | 0.2290 | 53.8 | 102.4 | 154.8 | 154.8 | 105.1 | 64.8 | 44.9 | 33.4 | 26.1 | 18.3 | 15.1 | 13.1 | 11.7 | 10.5 | 9.6 | |
| 3 | 0.4476 | 0.0000 | 0.0363 | 0.5133 | 72.4 | 139.1 | 240.2 | 303.8 | 294.6 | 221.2 | 153.0 | 110.9 | 83.7 | 53.4 | 39.5 | 32.3 | 28.2 | 25.1 | 22.6 | |
| Composite hydrograph at outlet | | | | | 145 | 269 | 442 | 538 | 520 | 441 | 371 | 312 | 261 | 175 | 125 | 96 | 78 | 66 | 57 | |

Runoff curve number and runoff - Post Development Condition

| | | | | |
|------------------|---------------------|----------|---------|----------|
| Project: | Atlantic Steel Site | By: | KK | 12/14/99 |
| Location: | Atlanta, Georgia | Checked: | JJO/SAP | 12/16/99 |
| Post Development | | | | |

1. Runoff Curve Number - Segment 1

| Soil name and hydrologic group | Cover description | CN | % Area | Product of CN and % area |
|---|--------------------------------|----|--------|--------------------------------|
| Fill Material, D | Impervious areas | 98 | 18 | 1764 |
| Fill Material, D | Urban, Open Space, Good | 80 | 15 | 1200 |
| Fill Material, D | Urban, Commercial and business | 95 | 67 | 6365 |
| Totals | | | 100 | 9329 |

CN (weighted) = total product / total area = 93.29

Use CN = 93

2. Runoff

| | Storm #1 | Storm #2 | Storm #3 |
|------------------------------|----------|----------|----------|
| Frequency.....yr | 25 | | |
| Rainfall, P (24-hour).....in | 6.8 | | |
| Runoff, Q.....in | 5.97 | | |

Runoff curve number and runoff - Post Development Condition

Project: Atlantic Steel Site By: KK 12/14/99
Location: Atlanta, Georgia Checked: JJO/SAP 12/16/99
Post Development

1. Runoff Curve Number - Segment 2

| Soil name and hydrologic group | Cover description | CN | % Area | Product of CN and % area |
|---|-------------------|----|--------|--------------------------------|
|---|-------------------|----|--------|--------------------------------|

| | | | | |
|------------------|--------------------------------|----|----|------|
| Fill Material, D | Impervious areas | 98 | 18 | 1764 |
| Fill Material, D | Urban, Open Space, Good | 80 | 15 | 1200 |
| Fill Material, D | Urban, Commercial and business | 95 | 67 | 6365 |

| | | |
|--------|-----|------|
| Totals | 100 | 9329 |
|--------|-----|------|

CN (weighted) = total product / total area = 93.29

Use CN = 93

2. Runoff

| | Storm #1 | Storm #2 | Storm #3 |
|------------------------------|----------|----------|----------|
| Frequency.....yr | 25 | | |
| Rainfall, P (24-hour).....in | 6.8 | | |
| Runoff, Q.....in | 5.97 | | |

Runoff curve number and runoff - Post Development Condition

Project: Atlantic Steel Site

Location: Atlanta, Georgia

Post Development Condition

By: KK

Checked: JJO/SAP

12/14/99

12/16/99

1. Runoff Curve Number - Segment 3

| Soil name and hydrologic group | Cover description | CN | % Area | Product of CN and % area |
|---|--------------------------------|----|--------|--------------------------------|
| Fill Material, D | Impervious areas | 98 | 18 | 1764 |
| Fill Material, D | Urban, Open Space, Good | 80 | 15 | 1200 |
| Fill Material, D | Urban, Commercial and business | 95 | 67 | 6365 |
| Totals | | | 100 | 9329 |

CN (weighted) = total product / total area =

93.29

Use CN =

93

2. Runoff

| | Storm #1 | Storm #2 | Storm #3 |
|------------------------------|----------|----------|----------|
| Frequency.....yr | 25 | | |
| Rainfall, P (24-hour).....in | 6.8 | | |
| Runoff, Q.....in | 5.97 | | |

Time of Concentration (Tc) - Post development

| | | | |
|------------------|---------------------|----------|----------|
| Project: | Atlantic steel site | By: | KK |
| Location: | Atlanta, Georgia | Date: | 12/14/99 |
| Post Development | | Checked: | JJO/SAP |
| | | Date: | 12/16/99 |

Sheet Flow

| | | | | |
|--|--------|--------|--------|----------------|
| Segment ID | 1 | 2 | 3 | |
| 1. Surface Description..... | Smooth | Smooth | Smooth | |
| 2. Manning's roughness coefficient, n..... | 0.011 | 0.011 | 0.011 | |
| 3. Flow length, L (total L<or= 300ft).....ft | 300 | 300 | 300 | |
| 4. Two-year 24-hour rainfall, P ₂in | 4 | 4 | 4 | |
| 5. Land slope, s.....ft/ft | 0.02 | 0.02 | 0.02 | |
| 6. Tt = 0.007 (nL) ^{0.8} /P ₂ ^{0.5} s ^{0.4} Compute T _ihr | 0.0435 | 0.0435 | 0.0435 | Total = 0.1305 |

Shallow concentrated flow

| | | | | |
|---|--|--|--|-----------|
| Segment ID | | | | |
| 7. Surface description (paved or unpaved)..... | | | | |
| 8. Flow length, L.....ft | | | | |
| 9. Watercourse slope, s.....ft/ft | | | | |
| 10. Average velocity, V.....ft/s | | | | |
| 11. Tt = L / 3600 V Compute T _ihr | | | | Total = 0 |

Channel flow

| | | | | |
|--|--------|--------|--------|--------------|
| Segment ID | 1** | 2** | 3** | |
| 12. Cross sectional flow area, a.....ft ² | 3.534 | 3.534 | 3.534 | |
| 13. Wetted perimeter, P _wft | 4.71 | 4.71 | 4.71 | |
| 14. Hydraulic radius, r = a/P _w Compute r.....ft | 0.8 | 0.8 | 0.8 | |
| 15. Channel slope, s.....ft/ft | 0.005 | 0.005 | 0.005 | |
| 16. Manning's roughness coefficient, n..... | 0.017 | 0.017 | 0.017 | |
| 17. V = 1.49r ^{2/3} s ^{1/2} /n Compute V.....ft/s | 5.1174 | 5.1174 | 5.1174 | |
| 18. Flow length, L.....ft | 1700 | 2700 | 1600 | |
| 19. Tt = L / 3600 V Compute T _ihr | 0.0923 | 0.1466 | 0.0968 | Total 0.3257 |
| 20. Watershed or subarea T _c or T _i (add T _i in steps 6, 11, and 19).....hr | | | | 0.4562 |

**Runoff in Post-Dev scenario will be routed through storm water pipes and other storm water diversion channels. A half-full 36" circular pipe has been assumed to calculate channel flows. For purposes of modeling, a sheet flow of the first 300 feet and channel flow through circular pipe flowing half full for the remainder of the flow length is assumed.

Post Development watershed data

| | | | | | | | | | | | | | | | | | | | | |
|---------------------------------|---------------------------|----------------------------|-----------|------------------|---|-------|-------|-------|-------|------|------|------|------|------|------|------|------|------|------|--|
| Project: Atlantic steel | | Location: Atlanta, Georgia | | By: KK | Date: 12/14/99 | | | | | | | | | | | | | | | |
| | | | | Checked: JJO/SAP | Date: 12/16/99 | | | | | | | | | | | | | | | |
| Post development site condition | | Frequency (yr) | | 25 | | | | | | | | | | | | | | | | |
| Subarea name | Basic watershed data used | | | | Select and enter hydrograph times in hours | | | | | | | | | | | | | | | |
| | Subarea | Sum T1 to outlet | Ia/P | AmQ | 12 | 12.1 | 12.2 | 12.3 | 12.4 | 12.5 | 12.6 | 12.7 | 12.8 | 13 | 13.2 | 13.4 | 13.6 | 13.8 | 14 | |
| | Tc (hr) | | | | Discharge at selected hydrograph times (ft ³ /s) | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | |
| 1 | 0.1357748 | 0 | 0.0222059 | 0.437843721 | 283.3 | 442.2 | 272.8 | 95.0 | 64.4 | 53.9 | 45.5 | 37.7 | 33.3 | 28.9 | 25.0 | 22.3 | 20.1 | 18.4 | 16.6 | |
| 2 | 0.1800554 | 0 | 0.0222059 | 0.495784841 | 189.8 | 366.4 | 396.6 | 238.5 | 123.9 | 82.3 | 63.5 | 50.6 | 42.6 | 34.7 | 30.2 | 26.8 | 24.3 | 21.8 | 19.8 | |
| 3 | 0.1303468 | 0 | 0.0222059 | 0.327934793 | 212.2 | 331.2 | 204.3 | 71.2 | 48.2 | 40.3 | 34.1 | 28.2 | 24.9 | 21.6 | 18.7 | 16.7 | 15.1 | 13.8 | 12.5 | |
| Composite hydrograph at outlet | | | | | 695 | 1140 | 874 | 405 | 237 | 176 | 143 | 116 | 101 | 85 | 74 | 66 | 60 | 54 | 49 | |

TR-55 Stormwater Runoff Model Assumptions
Atlantic Steel Property Redevelopment
Atlanta, Georgia
LAWGibb Project Number 95073-9-0004.02.0201

General Assumptions

- . A rainfall **amount** of 6.8 inches was used for the **25-yr, 24-hr storm**, based on data derived **from** the Soil Conservation Service (SCS) Technical Publication TP-40.
- . Type II rainfall distribution was used for the site based on data obtained from the Natural Resources Conservation Service (NRCS) Technical Release 55, dated June 1986.
- . Hydrologic soil group D was selected because of the estimated impervious characteristics of on-site soil containing “slag” from foundry operations.
- . The model was created with three distinct watershed subareas each for **pre-development** and **post-development** condition.

Calculated Drainage Areas

(NOTE: **Pre-development** and post-development drainage areas were measured using **planimeter**, and verified using CAD software)

- Total Pre-Development: **134.11acres** (Does not include runoffs from 17” Street Bridge, CSX underpass, and North Side Drive connector)
- Total **Post-Development** area = 135.21 acres. 50% of the surface runoff contribution from the 17” Street Bridge and North Side Drive connector, and 100% of the surface runoff contribution from the CSX **underpass** is assumed to flow onto the **Atlantic Steel** property (Total 1 acre).

Cover Types and Flow Lengths:

| Subarea Number | Total Flow Length (ft) | Cover Description | Curve Number (CN) | % Area |
|-------------------------------------|------------------------|-----------------------------|-------------------|--------|
| PRE-DEVELOPMENT (PRESENT) CONDITION | | | | |
| 1 | 3100 | Impervious Areas | 98 | 10 |
| | | Woods, Fair | 79 | 43.5 |
| | | Urban Districts, Industrial | 93 | 46.5 |
| | | Composite CN | 87 | |
| 2 | 2000 | Impervious Areas | 98 | 0 |
| | | Woods, Fair | 79 | 10.5 |
| | | Urban Districts, Industrial | 93 | 89.5 |
| | | Composite CN | 92 | |

TR-5.5 STORM WATER RUNOFF MODEL ASSUMPTIONS

| Subarea Number | Total Flow Length (ft) | Cover Description | Curve Number (CN) | % Area |
|---------------------------------------|-------------------------------|--------------------------------|--------------------------|-----------|
| 3 | 2800 | Impervious Areas | 98 | 10 |
| | | Woods, Fair | 79 | 30 |
| | | Urban Districts, Industrial | 93 | 60 |
| | | Composite CN | 89 | |
| POST-DEVELOPMENT (PROPOSED) CONDITION | | | | |
| 1 | 2000 | Impervious Areas | 98 | 18 |
| | | Urban, Open Space, Good | 80 | 15 |
| | | Urban, Commercial and Business | 95 | 67 |
| | | Composite CN | 93 | |
| 2 | 3000 | Impervious Areas | 98 | 18 |
| | | Urban, Open Space, Good | 80 | 15 |
| | | Urban, Commercial and Business | 95 | 67 |
| | | Composite CN | 93 | |
| | 1900 | Impervious Areas | 98 | 18 |
| | | Urban, Open Space, Good | 80 | 15 |
| | | Urban, Commercial and Business | 95 | 67 |
| | | Composite CN | 93 | |

Ground cover types for the pre-development scenario have been estimated based on our knowledge of present site conditions and on aerial photographs. Ground cover types for the post-development scenario have been estimated based on project conceptual plans.

Lake (Post-Development condition)

For purposes of the stormwater model, the lake is modeled as an impervious ground cover type because stormwater will not infiltrate into the soil beneath the lake bottom because it is saturated. The lake will be present in subareas 1 and 3 (90% and 10% of total lake area, respectively) following development.

Manning’s Roughness Coefficient “n” - Present Condition

- Sub Area 1: Woods/Smooth, Composite n = 0.18
- Sub Area 2: Range/Smooth, Composite n = 0.023
- Sub Area 3: Range/Smooth, Composite n = 0.047

NOTE: Composite Manning’s “n” values are calculated as a weighted average of values for each ground cover type based on the percentage of each ground cover type present in an area.

The Manning’s “n” for the channel flow portion of subarea 1 was selected based on minor natural channels with irregular sections and pools. The cross-sectional flow area and wetted perimeter for the channel in subarea 1 were estimated from field **measurements** taken during LAW’s Phase II environmental investigation field activities.

Manning’s Roughness Coefficient “a” - Post-Development Condition

- Subarea 1: Smooth, n = 0.011
- Subarea 2: Smooth, n = 0.011
- Subarea 3: Smooth, n = 0.011

Flow Length

Flow lengths presented in the table above were estimated from Figures 1 and 2, which **are** attached. The first 300 feet of runoff was assumed *to* be sheet flow, in accordance with recommendations in the TR-55 manual, and the remaining flow length was assumed to be shallow concentrated flow (except for the known natural channel in present condition subarea 1).

Land Slope

Land slopes used to calculate the time of concentration (Tc) for sheet flow and shallow concentrated flow were based on current topographic survey information for the present condition, and a conceptual redevelopment grading plan for the post-development condition. The land slope for the natural channel in subarea 1 (present condition) was estimated based on field measurements performed by LAW **during** the Phase II environmental investigation field activities. The land slope for the channel flow section in the post-development condition was based on an assumed slope of 0.005 **ft/ft** (1/2% slope) for storm drain piping.

APPENDIX D
AGENCY CORRESPONDENCE

Georgia Department of Natural Resources

Wildlife Resources Division

LONICE C. BARRETT, COMMISSIONER
DAVID WALLER, DIVISION DIRECTOR

Georgia Natural Heritage Program
2117 U.S. Hwy. 270 S.E., Social Circle, Georgia 30025-4714
(770) 918-6411, (706) 557-3032

Recd 9/13/99

September 8, 1999

Heinz J. Mueller, Chief
Office of Environmental Assessment
Environmental Accountability Division
U.S. Environmental Protection Agency, Region 4
Atlanta Federal Center
61 Forsyth Street
Atlanta, GA 30303-8960

Subject: Known or Potential Occurrences of Special Concern Plant and Animal Species on or near Atlantic Steel Redevelopment Project, Fulton County, Georgia

Dear Mr. Mueller:

This is in response to your request of August 6, 1999. According to our records, within a three mile radius of the project site, there are occurrences of the following:

Schisandra glabra (Bay Starvine) approx. 1.5 mi. E of site
Schisandra glabra (Bay Starvine) approx. 2.5 mi. E of site

Enclosed are lists for Fulton County that should aid in assessing the potential for rare species occurrences within the area of concern.

Please keep in mind the limitations of our database. The data collected by the Georgia Natural Heritage Program comes from a variety of sources, including museum and herbarium records, literature, and reports from individuals and organizations, as well as field surveys by our staff biologists. In most cases the information is not the result of a recent on-site survey by our staff. Many areas of Georgia have never been surveyed thoroughly. Therefore, the Georgia Natural Heritage Program can only occasionally provide definitive information on the presence or absence of rare species on a given site. Our files are updated constantly as new information is received. Thus, information provided by our program represents the existing data in our files at the time of the request and should not be considered a final statement on the species or area under consideration.

If I can be of further assistance, please let me know.

Sincerely,



Greg Krakow
Data Manager

enclosures

UK 7425



| Species Common Name | Global Rank | State Rank | Federal Status | State Status | Habitat |
|--|----------------|---------------|-------------------|-----------------|--|
| Aesculus glabra OHIO BUCKEYE | G5 | S2 | | | Mesic forests in circumneutral soil |
| Amorpha schwarzinii SCHWERIN INDIGO-BUSH | G3 | S2 | | | Rocky upland woods |
| Amsonia ludoviciana LOUISIANA BLUE STAR | G3 | S2 | | | Open woods near granite outcrops (limited to Lithonia Gneiss types) |
| Anemone berlandieri GLADE WINDFLOWER | G4? | S1S2 | | | Granite outcrop ecotones; openings over basic rock |
| Arabis missouriensis MISSOURI ROCKCRESS | G4?Q | S2 | | | Granite outcrops |
| Aster avitus ALEXANDER ROCK ASTER | G3 | S3 | | | Granite outcrops |
| Aster georgianus GEORGIA ASTER | G2G3 | S2 | | | Upland oak-hickory-pine forests; especially with Echinaceae laevigata |
| Castanea dentata AMERICAN CHESTNUT (NUT- BEARING ONLY) | G4 | S3 | | | Upland mixed oak or oak-hickory forests |
| Clematis ochroleuca CURLY-HEADS | G4 | S2 | | | Dry woods in circumneutral soil |
| Cypripedium acaule PINK LADYSLIPPER | G5 | S4 | | U | Upland oak-hickory-pine forests; piney woods |
| Cypripedium calceolus var. parviflorum SMALL-FLOWERED YELLOW LADYSLIPPER | G5 | S2 | | U | Upland oak-hickory-pine forests; mixed hardwood forests |
| Cypripedium calceolus var. pubescens LARGE-FLOWERED YELLOW LADYSLIPPER | G5 | S3 | | U | Upland oak-hickory-pine forests; mixed hardwood forests |
| Delphinium carolinianum CAROLINA LARKSPUR | G5 | S3 | | | Granite outcrops; rocky, calcareous oak forests; Altamaha Grit outcrops |
| Dodecatheon meadia SHOOTING-STAR | G5 | S3 | | | Mesic hardwood forests over basic soils |
| Dryopteris celsa LOG FERN | G4 | S2 | | | Floodplain forests; lower slopes of rocky woods |
| Dryopteris cristata CRESTED WOOD FERN | G5 | S1SE? | | | Swamps |
| Eleocharis wolfii SPIKERUSH | G4? | S1 | | | Shallow pools on granite outcrops |
| Eriocaulon koernickianum PIPEWORT | G2 | S1 | | | Granite outcrops |
| Fothergilla major MOUNTAIN WITCH-ALDER | G3 | S1 | | | Rocky (sandstone, granite) woods; bouldery stream margins |
| Hexastylis shuttleworthii var. harperi HARPER HEARTLEAF | G4T3 | S2? | | U | Low terraces in floodplain forests; edges of bogs |
| Hydrastis canadensis GOLDENSEAL | G4 | S2 | | E | Rich woods in circumneutral soil |
| Ipomopsis rubra STANDING CYPRESS | G4G5 | S3 | | | Granite outcrops; sandridges |

Special Concern Plants Potentially Occurring In Fulton County

36 Taxon List

Georgia Natural Heritage Program, 2117 US Hwy 278 SE, Social Circle, GA 30025, (770) 918-6411



| Species Common Name | Global Rank | State Rank | Federal Status | State Status | Habitat |
|---|----------------|---------------|-------------------|-----------------|--|
| <i>Isoetes melanospora</i> BLACK-SPORED QUILLWORT | G1 | S1 | LE | E | Vernal pools on granite outcrops |
| <i>Listera australis</i> SOUTHERN TWAYBLADE | G4 | S2 | | | Poorly drained circumneutral soils |
| <i>Lonicera flava</i> YELLOW HONEYSUCKLE | G5? | S3? | | | Rocky, upland forests and thickets |
| <i>Melanthium latifolium</i> BROADLEAF BUNCHFLOWER | G5 | S2? | | | Mesic deciduous hardwood forests |
| <i>Nestronia umbellula</i> INDIAN OLIVE | G4 | S2 | | T | Mixed with dwarf shrubby heaths in oak-hickory-pine woods; often in transition areas between flatwoods |
| <i>Panax quinquefolius</i> AMERICAN GINSENG | G4 | S3 | | | Mesic hardwood forests; cove hardwood forests |
| <i>Platanthera integrifolia</i> MONKEYFACE ORCHID | G2G3 | S1S2 | | T | Red maple-gum swamps; seepy streambanks in sphagnum mals |
| <i>Portulaca umbraticola</i> ssp. <i>coronata</i> WINGPOD PURSLANE | G5T? | S2 | | | Granite outcrops; Altamaha Grit outcrops |
| <i>Rhus michauxii</i> DWARF SUMAC | G2 | S1 | LE | E | Open forests over ultramafic rock |
| <i>Schisandra glabra</i> BAY STARVINE | G3 | S2 | | T | Stream terraces |
| <i>Sedum pusillum</i> DWARF GRANITE STONECROP | G3 | S3 | | T | Granite outcrops |
| <i>Veratrum woodii</i> OZARK BUNCHFLOWER | G5 | S2 | | R | Mesic hardwood forests over basic soils |
| <i>Waldsteinia lobata</i> PIEDMONT BARREN STRAWBERRY | G2? | S2 | | T | Stream terraces and adjacent gneiss outcrops |
| <i>Zanthoxylum americanum</i> NORTHERN PRICKLY ASH | G5 | S1 | | | Rocky, openly wooded slopes; river banks |

Special Concern Animals Potentially Occurring in Fulton County

17 Taxa in List

Georgia Natural Heritage Program, 2117 US Hwy 278 SE, Social Circle, GA 30025, (770) 918-6411



| Species Common Name | Global Rank | State Rank | Federal Status | State Status | Habitat |
|--|----------------|---------------|-------------------|-----------------|--|
| <i>Amphispiza aestivalis</i> BACHMAN'S SPARROW | G3 | S3 | | R | Open pine or oak woods; old fields; brushy areas |
| <i>Ammodramus henslowii</i> HENSLOW'S SPARROW | G4 | S3 | | | Fields; meadows |
| <i>Cyprinella callitaeia</i> BLUESTRIPE SHINER | G2 | S2 | | T | Brownwater streams |
| <i>Etheostoma rupestre</i> ROCK DARTER | G4 | S2S3 | | | Mountain streams |
| <i>Exocoetis aestivalis</i> SPECKLED CHUB | G5 | S1S2 | | | Gravelly or sandy mountain streams |
| <i>Hemidactylum scutatum</i> FOUR-TOED SALAMANDER | G5 | S2 | | | Swamps; boggy streams & ponds; wet woods |
| <i>Hybopsis lineapunctata</i> LINED CHUB | G3 | S3 | | | Gravelly or rocky streams |
| <i>Ichthyomyzon gagei</i> SOUTHERN BROOK LAMPREY | G5 | S3 | | | Brownwater & blackwater streams |
| <i>Lythrurus atripictus</i> BLACKTIP SHINER | G4 | S2 | | | Brownwater streams |
| <i>Necturus alabamensis</i> ALABAMA WATERDOG | G2 | S2 | | | Streams with submerged logs & rocks |
| <i>Notropis hypsilepis</i> HIGHSKALE SHINER | G3 | S2S3 | | T | Blackwater & brownwater streams |
| <i>Notropis stilbius</i> SILVERSTRIPE SHINER | G4 | S3 | | | Gravelly or sandy streams |
| <i>Ophisaurus attenuatus</i> SLENDER GLASS LIZARD | G5 | S3 | | | Open woods; savannas; old fields; edges of streams & ponds; sandhills |
| <i>Phenacobius catostomus</i> RIFFLE MINNOW | G4 | S3 | | | Mountain streams |
| <i>Plethodon websteri</i> WEBSTER'S SALAMANDER | G3 | S1 | | | Moist forests near rocky streams |
| <i>Scartomyzon lachneri</i> GREATER JUMPROCK | G3 1 | S3 | | | Brownwater streams |
| <i>Thryomanes bewickii</i> BEWICK'S WREN | G5 | | | R | Thickets; brushy areas; open woods |

GEORGIA NATURAL HERITAGE PROGRAM
EXPLANATION OF RARITY RANKS AND LEGAL STATUSES

The 'State Rank' and 'Global Rank' codes indicate relative rarity of species statewide and range-wide, respectively. An explanation of these codes follows.

STATE [GLOBAL] RANK

- S1[G1]** = Critically imperiled in state [globally] because of extreme rarity (5 or fewer occurrences).
- S2[G2]** = Imperiled in state [globally] because of rarity (6 to 20 occurrences).
- S3[G3]** = Rare or uncommon in state [rare and local throughout range or in a special habitat or narrowly endemic] (on the order of 21 to 100 occurrences).
- S4[G4]** = Apparently secure in state [globally] (of no immediate conservation concern).
- S5[G5]** = Demonstrably secure in state [globally].
- SA** = Accidental in state, including migratory or wide-ranging species recorded only once or twice or at very great intervals.
- SN** = Regularly occurring. usually migratory and typically nonbreeding species.
- SR** = Reported from the state, but without persuasive documentation (no precise site records and no verification of taxonomy).
- SU[GU]** = Possibly in peril in state [range-wide] but status uncertain; need more information on threats or distribution.
- SX[GX]** = Apparently extirpated from state [extinct throughout range]. GXC is known only in cultivation/captivity.
- SE** = An exotic established in state; may be native elsewhere in North America; sometimes difficult to determine if native (SE?).
- SH[GH]** = Of historical occurrence in the state (throughout its range), perhaps not verified in the past 20 years, but suspected to be still extant.
- [T]** = Taxonomic subdivision (binomial, either a subspecies or variety), used in a global rank, for example "G2T2."
- Q** = Denotes a taxonomic question - either the taxon is not generally recognized as valid, or there is reasonable concern about its validity or identity globally or at the state level.
- ?** = Denotes questionable rank: best guess given whenever possible (e.g. 537).



United States Department of the Interior

U.S. FISH AND WILDLIFE SERVICE
4270 Norwich Street
Brunswick, GA 31520

West Georgia Section
P. O. Box 52560
M. Fleming, GA 31195-2560
706-544-6428 706-544-6419 (fax)

September 22, 1999

North Georgia Section
1000 Highway 247 South, Millidge Ave
Athens, GA 30606
706-613-9493 706-613-6059 (fax)

Heinz J. Mueller
U.S. Environmental Protection Agency, Region 4
Atlanta Federal Center
61 Forsyth street
Atlanta, Georgia 30303-8960

Re: FWS Log 99-0874
Notice of Initiation of Environmental Process for the Atlantic Steel Redevelopment Project

Dear Mr. Mueller:

The Service has received your letter requesting written comments on the Atlantic Steel Redevelopment Project proposed by Jacoby Development, Inc. in Fulton County, Georgia. This information is necessary for you to prepare an Environmental Assessment (EA) for the aforementioned project in accordance with the National Environmental Policy Act of 1969 (NEPA).

Based on the information we were provided, we have determined there is little likelihood for the presence of natural wildlife habitats or any federally- and state-listed species to occur within this portion of the Atlanta Metropolitan Area. Since this is likely the case, the Service anticipates no negative impacts from this redevelopment project. However, if areas of natural habitat exist in the redevelopment area, the Service requests that surveys for likely-occurring species be conducted to determine their presence or absence on the site. In addition, careful consideration should be given to the state-listed peregrine falcon (*Falco peregrinus*) as this species will utilize tall buildings for nesting and surrounding areas for foraging and has been known to occur in the Atlanta Metropolitan Area. The peregrine falcon was recently delisted as an endangered species by the Service.

I have enclosed a list of federally- and state-listed species known to occur or potentially occur in Fulton County and neighboring Cobb and DeKalb counties. Please contact Mr. Jim Bates of our West Georgia Section Office at (706) W-6422 if you have any further questions or require additional information.

Sincerely,

Sandra S. Tucker

Sandra S. Tucker
Field Supervisor

cc: file
FWS-FBGA

LISTED SPECIES IN FULTON COUNTY

FEDERAL ENDANGERED AND THREATENED SPECIES¹

Animals

| | | |
|--------------------------------|---------------------------------|--|
| Bald eagle (T,SE) | <u>Haliaeetus leucocephalus</u> | Inland waterways and estuarine areas in Georgia |
| Red-cockaded woodpecker (T,SR) | <u>Picoides borealis</u> | Nest in mature pine with low understory vegetation (<1.5m); forage in pine and pine hardwood stands ≥30 years of age, preferably ≥10" dbh |
| Gulf mussel (E,SE) | <u>Modiolus parvulus</u> | Medium streams to large rivers with slight to moderate current over sand and gravel substrates; may be associated with muddy sand substrates around tree roots |

SPECIES OF MANAGEMENT CONCERN¹: The Fish and Wildlife Service is evaluating population trends and threats to the following Species of Management Concern. Please contact us at 247 South Milledge Ave., Athens, GA, 706-613-9493, if you locate these species during site surveys or have other information on the species' distributions in Georgia.

Animals

| | | |
|--------------------------------|----------------------------------|--|
| Bachman's sparrow (SR) | <u>Amphispiza bilineata</u> | Abandoned fields with scattered shrubs, pines, or oaks |
| Appalachian Bewick's wren (SR) | <u>Thryomanes bewickii altus</u> | Dense undergrowth, overgrown fields, thickets, and brush in open or semi-open habitat; feed primarily on insects |
| Blueside shiner (ST) | <u>Cyprinella callitronis</u> | Brownwater streams |

STATE OF GEORGIA ENDANGERED AND THREATENED SPECIES¹: The following species, as well as the Species of Management Concern marked above (SE, ST, SR), are protected by the State. For information on State listed species, contact the GA Department of Natural Resources, GA Natural Heritage Program, 2117 US HWY 278 SE, Social Circle, GA 30279 (706-557-3032).

Animals

| | | |
|-----------------------|-------------------------|---|
| Peregrine falcon (SE) | <u>Falco peregrinus</u> | <u>F. p. anatum</u> nests on cliffs, high hills, or tall buildings; <u>F. p. tundrius</u> primarily seen in Georgia migrating along the coast |
|-----------------------|-------------------------|---|

Plants

| | | |
|---------------------------------|---------------------------|--|
| Bay star-vine (ST) | <u>Schizandra glabra</u> | Twining on subcanopy and understory trees/shrubs in rich alluvial woods |
| Piedmont barren strawberry (ST) | <u>Waldsteinia lobata</u> | Rocky acidic woods along streams with mountain laurel; rarely in drier upland oak-hickory-pine woods |

¹ Key to notations: E = endangered, T = threatened, and R = rare. The SE, ST, and SR indicate species also listed by the State of Georgia as endangered, threatened, and rare, respectively.

Updated August 1999



REPLY TO
ATTENTION OF:

DEPARTMENT OF THE ARMY
SAVANNAH DISTRICT, CORPS OF ENGINEERS
NORTH AREA SECTION
3485 NORTH DESERT DRIVE
BUILDING 2, SUITE 102
ATLANTA, GEORGIA 30344

Regulatory Branch
980016990

MAY 12 2000

Jacoby Atlantic Redevelopment, LLC
Attention: Mr. Hilburn Hillestad
1000 Abernathy Road
Building 400
Suite 1800
Atlanta, Georgia 30328

Dear Dr. Hillestad:

I refer to the Pre-Construction Notification (PCN), submitted on your behalf, requesting authorization to impact 3.75 acres of waters of the U. S. in order to conduct the remediation of the Atlantic Steel property, located northeast of Northside Drive and 14th Street, within the city of Atlanta, Fulton County, Georgia. The proposed project's impacts will be mitigated through the applicant's contribution of \$100,000 in funds to Southeast Waters. These funds will be used in their entirety by Southeast Waters, in accordance with the plan outlined in the letter dated March 24, 2000, to conduct stream restoration activities within the impacted watershed.

We have completed coordination with other federal and state agencies as described in Part C(13)(e) of the enclosed excerpt from our Nationwide Permit Program, published in the December 13, 1996, Federal Register, -Vol. 61, No. 241, Pages 65874-65922 (61 FR).

As a result of our evaluation of your project, we have determined that the proposed activity, as outlined in the January 14, 2000 submittal, and amended March 24, 2000, is authorized under Nationwide Permit No. 38 as described in Part B(38) of the excerpt from 61 FR. Your use of this Nationwide Permit is valid only if the activity is conducted in accordance with the information submitted and meets the conditions applicable to the Nationwide Permit as described at Part C of the excerpt from 61 FR. We also require that you fill out and sign the enclosed certification and return it to our office within 30 days of completion of the activity authorized by this permit.

This verification will be valid until February 11, 2002. If you commence or are under contract to commence this activity prior to February 11, 2002, you will have an additional 12 months to complete the authorized activity.

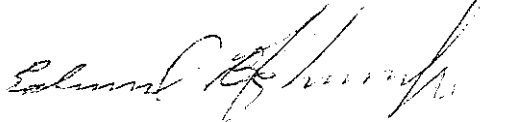
This authorization should not be construed to mean that any future projects requiring Department of the Army Authorization would necessarily be authorized. Any new proposal, whether associated with this project or not, would be evaluated on a case-by-case basis. Any prior approvals would not be a determining factor in making a decision on any future request.

Revisions to your proposal may invalidate this authorization. In the event changes to this project are contemplated, I recommend that you coordinate with us prior to proceeding with the work.

This communication does not convey any property rights, either in real estate or material, or any exclusive privileges. It does not authorize any injury to property or invasion of rights, or any infringement of federal, state, local laws or regulations. It does not obviate the requirement to obtain state or local assent required by law for the activity described herein. It does not affect your liability for damages that may be caused by the work, nor does it authorize any interference with any existing or proposed federal project.

If you have any further questions or concerns pertaining to this matter, please feel free to call Mr. Daniel J. Caprioli of the Regulatory Branch at (404) 763-7943.

Sincerely,



Edward B. Johnson Jr.
Acting Chief, North Area Section

Enclosure

Copies Furnished:

U.S. Environmental Protection Agency
Water Managment Division
Wetlands Section, Region IV
ATTN: Mr. William L. Cox, Chief
Atlanta Federal Center
61 Forsyth Street, SW.
Atlanta, Georgia 30303-3104

U.S. Department of the Interior
Fish and Wildlife Service
ATTN: Ms. Sandra S. Tucker, Field Supervisor
247 South Milledge Avenue
Athens, Georgia 30605

Georgia Department of Natural Resources
Environmental Protection Division
Industrial Waste Water Program
ATTN: Mr. Michael Creason
4220 International Parkway, Suite 101
Atlanta, Georgia 30354

Mr. John T. Vermont
Rochester & Associates, Inc.
425 Oak Street, N.W.
Gainesville, Georgia 30501

CERTIFICATION OF COMPLIANCE
WITH
DEPARTMENT OF THE ARMY
NATIONWIDE PERMIT (38)

PERMIT FILE NUMBER (if applicable): 980016990

PERMITTEE: Jacoby Atlantic Redevelopment, LLC

ADDRESS:

1000 Abernathy Road
Building 400
Suite 1800
Atlanta, Georgia 30328

LOCATION OF WORK: Located northeast of Northside Drive and 14th Street, within the city of Atlanta, Fulton County, Georgia.

PROJECT DESCRIPTION: To conduct the remediation of the Atlantic Steel property.

ACRES OF WATERS OF THE U.S. IMPACTED: 3.75

I understand that the permitted activity is subject to a U.S. Army Corps of Engineers' Compliance Inspection. If I fail to comply with the 'permit conditions at Part C of the Nationwide Permit Program, published in the December 13, 1996, Federal Register, Vol. 61, No. 241, Pages 65874-65922, it may be subject to suspension, modification, or revocation.

I hereby certify that the work authorized by the above referenced permit as well as any required mitigation (if applicable) has been completed in accordance with the terms and conditions of the said permit.

Signature of Permittee/Date



REPLY TO
ATTENTION OF:

DEPARTMENT OF THE ARMY
SAVANNAH DISTRICT, CORPS OF ENGINEERS
NORTH AREA SECTION
3485 NORTH DESERT DRIVE
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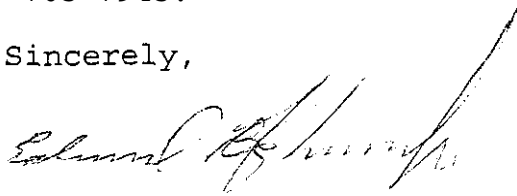
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Sincerely,



Edward B. Johnson Jr.
Acting Chief, North Area Section

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WITH
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I hereby certify that the work authorized by the above referenced permit as well as any required mitigation (if applicable) has been completed in accordance with the terms and conditions of the said permit.

Signature of Permittee/Date



PLAN SCALE: 1" = 200'

LEGEND

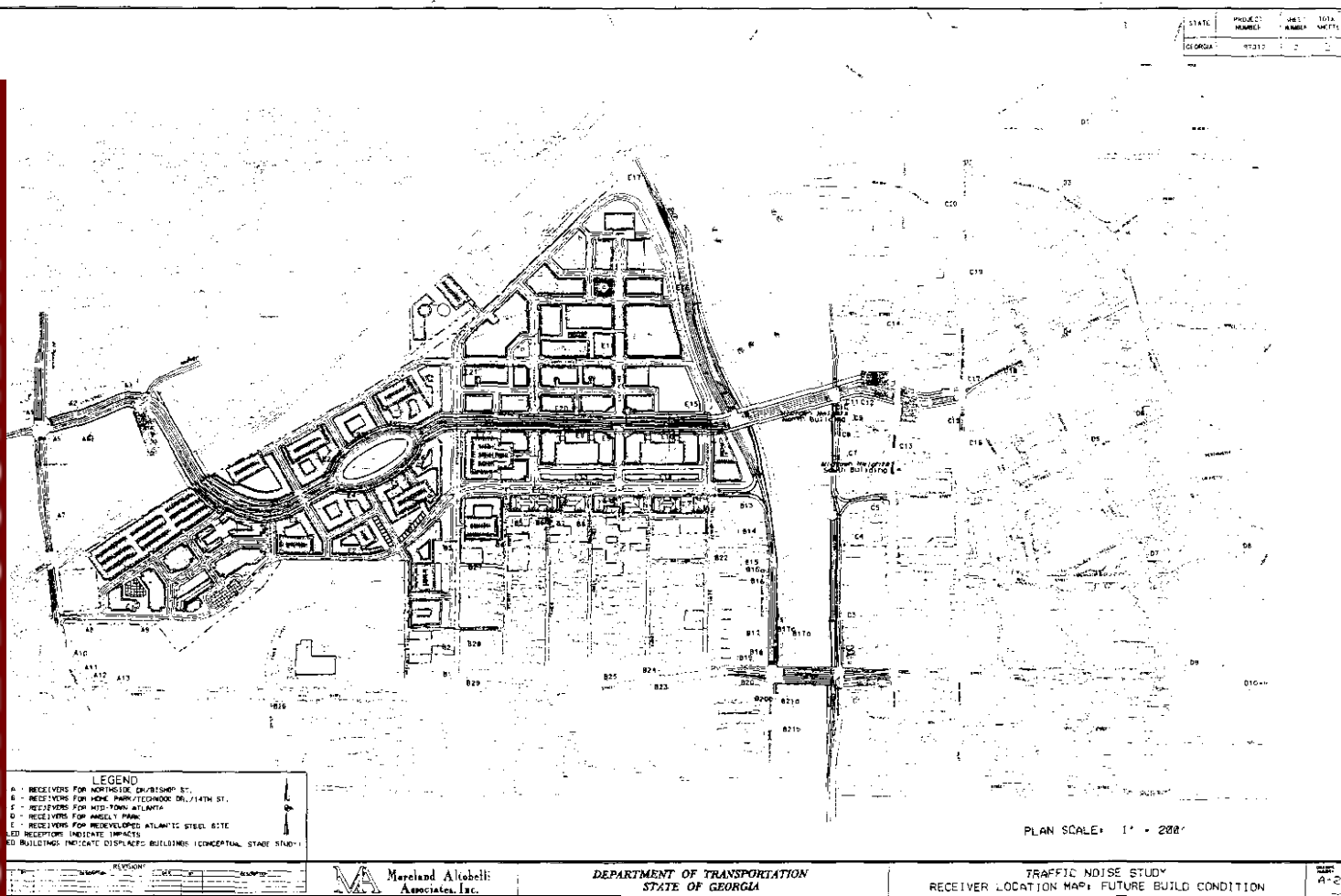
RECEIVERS FOR NORTHEAST DRIVE/SHOP ST.
RECEIVERS FOR HOME PARK/TECHWOOD DR./14TH ST.
RECEIVERS FOR MID-TOWN ATLANTA
RECEIVERS FOR ARSLEY PARK
RECEIVERS FOR REDEVELOPED ATLANTIC STEEL SITE
RECEPTORS INDICATE IMPACTS
[SHADOWS] INDICATE DISPLACED BUILDINGS (CONCEPTUAL, STAGE STUDY)

Moreland Atobelli

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

TRAFFIC NOISE STUDY
RECEIVER LOCATION MAP, EXISTING AND FUTURE NO-BUILD CONDITION

[illegible]



APPENDIX E
NOISE REPORTS

X. NOISE

In compliance with 23 USC *Section 109 (h) and (i)*, the Federal Highway Administration (FHWA) established guidelines for the assessment of highway traffic-generated noise. These guidelines, published as Part 772 of Title 23 of the Code of Federal Regulations, provide procedures to be followed in conducting noise analyses that will protect the public health and welfare. In accordance with the Noise Control Act of 1972, coordination of this regulation with the Environmental Protection Agency (EPA) has been completed. The following assessment has been prepared in accordance with 23 CFR Part 772.

A. Identification of Existing Activities or Land Uses Which May Be Affected by Noise from the Proposed Atlantic Steel Re-development and 17th Street Bridge/Interchange

Existing activities and land uses were identified **from** on-site inspection and *aerial* photography. Adjacent land use along Northside Drive and Bishop Street to the west **of the** Atlantic Steel Site consists of small to medium size commercial businesses. Adjacent land use to the north and the south of the site consists of primarily residential, with commercial development along 16th Street, Techwood Drive, and 14th Street. East of the site, across the I-75/85 **connector** in mid-town Atlanta, land use **consists** of small and large scale commercial development.

B. Ambient Noise Survey and Model Methodology

The proposed mixed-use development and 17th Street bridge/Interchange is located within an urban area that is bisected by the I-75/85 Connector. The proposed bridge and interchange will connect the site with the Atlanta mid-town area to the East. The location and nature of the proposed project presents a complex and dynamic noise environment. Receivers can be affected by noise levels from multiple sources, primarily vehicles; however, contributions **from** overhead commercial aircraft and helicopters, as well as construction equipment were noted during field investigations. Existing noise measurements were taken at representative locations predicted to receive the largest impact, where there was insufficient traffic data, and in areas where there exists a unique physical situation. The L_{10} noise levels were measured using the Bruel & Kjaer Type 223 1 Modular Precision Sound Level Meter system. Measurements were taken at mid-block locations and at intersections in order to qualitatively inventory existing noise levels typical and representative of adjacent and nearby sites. A list of sites, and their corresponding noise levels may be found in Table 1 and are shown in Figure A-1 in the Appendix.

| Table 13: Ambient Noise Measurement Sites | | |
|---|--|----------------------------|
| Area A ¹ (Northside Drive): | Distance from Nearest Roadway Centerline | Existing Noise Level (dBA) |
| 1. Restaurant Parking Lot; corner of Northside Dr. @ Bishop St. (A4) ² | 45' (Northside Dr.) | 75 |
| 2. Office Building; westbound Bishop St., approaching Northside Dr. (A6) | 40' (Bishop St.) | 69 |
| 3. Office Building; corner of Hemphill Ave. @ 14 th St. (A14) | 55' (Hemphill Ave.) | 69 |
| Area B (Home Park Area and Techwood Drive): | | |
| 1. Office/Warehouse Parking Lot; corner of State St. @ 14 th St. (B1) | 50' (State St.) | 66 |
| 2. Parking Lot (Abandoned); westbound 16 th St. @ Atlantic St. (B5a) | 45' (16 th Street) | 64 |
| 3. Front of Office Building; eastbound 16 th St., east of Barnes St. (B10a) | 35' (16 th Street) | 70 |
| 4. Front of Office Building; southbound Techwood Dr. (B15a) | 40' (Techwood Dr.) | 74 |
| 5. Parking Lot across from a residence; northbound Fowler St. (B21) | 35' (Fowler Street) | 65 |
| 6. 15 th St., between two residences; facing southbound State St. (B25) | 55' (State Street) | 60 |
| Area C (Midtown Atlanta): | | |
| 1. Grass yard in front of Funeral Home; eastbound 16 th St. @ Spring St. (C5) | 45' (16 th Street) | 68 |
| 2. Parking Lot at end of 17 th Street Culdesac; facing northbound I-75/85 (C8) | 130' (I-75/85) | 73* |
| 3. Parking Lot; westside of Spring St. @ 17 th St. (C13) | 60' (Spring St.) | 67 |
| 4. In front of Office Building; eastside of Spring St. @ 18 th St. (C14) | 55' (Spring St.) | 71 |
| 5. Parking Lot; westside of West Peachtree St. @ Lombardy Way (C15) | 70' (W. Peachtree St.) | 71 |
| 6. Grass area; eastside of West Peachtree St., south of Lombardy Way (C16) | 65' (W. Peachtree St.) | 70 |
| 7. Intersection of West Peachtree St. @ 17 th St. (C17) | 20' (17 th Street) | 73* |
| 8. Pershing Point (triangle) Park; West Peachtree St. @ Peachtree St. (C19) | 50' (Both) | 70 |
| 9. Office Building; southbound Peachtree St. @ Buford Hwy. Connector | 35' (Peachtree St.) | 73 |
| Area D (Ansley Park): | | |
| 1. Residence; westbound Peachtree Circle (D1) | 25' (Peachtree Circle) | 66 |
| 2. Residence; eastbound 17 th Street @ Peachtree Circle (D3) | 25' (Peachtree Circle) | 66 |
| Area E (Atlantic Steel Site): | | |
| 1. Outside abandoned warehouse; facing I-85 southbound off-ramp | 300' | 66* |
| 2. Underneath Billboard sign; facing I-85 southbound off-ramp | 100' | 71* |
| 3. North Corner of Atlantic Steel Site; facing I-75 southbound and Amtrak train bridge, behind the retaining wall (E17) | 90' (and 20' above I-75) | 65* |

* These noise levels represent average of AM & PM levels shown in Table 6 in Appendix A.

1 Due to the bulk of material, the project was broken into five sections: see Appendix A, "How to Use the Tables and Figures."

2 Receiver Number: see Tables and Figures in Appendix A.

Within the Home Park community adjacent to the proposed development, as well as the Ansley Park community on the east side of mid-town, receivers were modeled at major intersections, as well as mid-block locations. Within their respective areas, the majority of residences lie approximately the same distance from the roadway centerline due to required setbacks, approximately 50 feet in Home Park, and between 35 and 50 feet in Ansley Park. With this understanding, field measurements at each residence were not necessary since noise levels were assumed to be the same on each side of the street. It should be noted that **field** measurements represent an hour or a few hours of a day or days of data in an attempt to capture typical conditions and there is always the possibility that the times chosen will not represent typical conditions and that measurements may over or underestimate noise levels at that specific time.

C. Existing and Future Noise Levels

Existing and **future** traffic noise levels along the Interstate and the associated roadways were calculated using the FHWA Highway Traffic Noise Prediction Model (FHWA-m-77-108; STAMINA 2.0). This model arrives at a predicted noise level through a series of adjustments to a reference sound level. Inputs to the model include existing and future peak hour **traffic** volumes, approximate vehicle speed, **traffic** mix, roadway design characteristics, and topography under the build/no-build conditions. Use of this model is endorsed by FHWA and tests have shown a high correlation between noise levels measured along existing highways and computed noise levels for the same highway section. Unlike field measurements, calculated noise levels utilize monthly and yearly **traffic** data that more accurately represent typical conditions. One hundred sites (24 within the proposed development - see Table A-2 in Appendix A) were modeled and the resulting levels were used to extrapolate noise levels at nearby and adjacent sites.

Where appropriate and feasible, the model took into account any shielding given by natural terrain (earth berms) and man-made features (buildings and retaining walls) that could have obstructed the sound propagation path. The STAMINA model cannot accurately model the dynamic **traffic** conditions found in an urban grid roadway network which experiences frequent vehicle starts and stops; therefore, arterial roadway segments were analyzed using posted or observed average speeds where reasonable. All interstate segments were assigned peak hour speeds corresponding to the specific capacity of that section of roadway (see Table 2). Two percent of total traffic consisted of trucks (1.5% medium trucks, 0.5% heavy trucks), reflecting the existing ban on heavy truck (over six wheels) through-traffic on radial freeways within I-285.

| Table 3. Basic Freeway LOS Criteria | | |
|-------------------------------------|-----------------|-----------------|
| Level of Service | Operating Speed | Design Capacity |
| A | 60 mph | 800 vplph** |
| B | > / = 55 mph | 1200 vplph |
| C | > / = 50 mph | 1700 vplph |
| D | > / = 45 mph | 2050 vplph |
| E | > / = 30 mph | 2200 vplph |
| F | < 30 mph | 2200 + vplph |

* Modified table from pg. 3-9, 1994 Highway Capacity Manual.

**Measured units are vehicles per lane per hour (vplph).

D. Determination of Impacts

Predicted **traffic** generated noise levels were compared with existing levels and with the noise abatement criteria to determine where noise impacts would occur. Two methods are used to identify noise impacts. The first is a comparison of predicted noise levels with the noise abatement criteria (see Table A-1 in Appendix A). The L_{10} descriptor is preferred by the Georgia Department of Transportation (GDOT) for highway related projects, and was used in this analysis. A 70 dBA L_{10} criterion has been established for schools, libraries, residences, churches, playgrounds and recreational areas and 75 dBA L_{10} criterion has been established for commercial activities. Any predicted noise increase from the proposed project which approaches or exceeds the applicable noise abatement criterion is considered an impact. Georgia DOT has defined approach to mean within one decibel of the noise abatement criterion. For indoor activities, impacts are assessed using category E of the criterion. No receivers of this type were analyzed. The following table lists the number and types of sites which would be impacted on the basis of their noise abatement criteria:

| Table 4. Impacted Sites (Within One) | | | |
|---|---------------|---------------|------------|
| Site Type | 1998 Existing | 2025 No-build | 2025 Build |
| Residences | 3 | 12 | 4 |
| Apartment buildings/Condominiums (# of units unknown at this time; all located within the proposed development) | N/A | N/A | 6 |
| Commercial Businesses | 7 | 18 | 12 |

The second method of determining noise impacts involves the amount of increase from

existing to future noise levels, and assesses impacts where there is a “substantial increase” from existing levels. GDOT considers a substantial increase to be 10 dBA or more. Because the proposed project does not involve the construction of a major new location facility through an undeveloped area, few existing receptors would be impacted on the basis of substantial increases. Two residences within Home Park experienced a substantial increase under the **future** No-Build condition, and one commercial business experienced a substantial increase under the **future** Build condition. It was understood that future noise levels within the proposed Atlantic Steel site redevelopment would be substantially greater than the existing measured levels; however, since there is no exterior existing noise-sensitive land use at these locations, impacts may only be assessed based on the noise abatement criterion (method one).

E. Noise Abatement Considerations and Alternative Abatement Measures

Noise abatement was considered for the 22 sites (6 within the proposed development) predicted to be impacted. A number of conditions were taken into account at impacted sites to determine the feasibility of abatement. First, noise abatement was not considered for sites which would be displaced or constructed as a result of this project). Second, noise abatement was not considered where the predicted noise level was less than 60 dBA L_{eq}, the noise abatement criterion for “lands on which serenity and quiet are of extraordinary significance...” (Table 2)⁴. Third, where barriers were considered, a minimum five decibel noise reduction had to be achieved in order to justify construction of the barrier. Fourth, cost per **benefitted** unit for a noise barrier is always a consideration in determining whether **a wall** is economically reasonable. Most recently, \$25,000 per **benefitted** unit has been used by Georgia DOT as a cost criteria guideline of economic reasonableness. In this instance the project is re-development of an isolated brown field site with new location access roadways and auxiliary access improvements. From the outset it was realized that the existing urban environment already experienced relatively high noise levels and that noise impacts associated with this project are unavoidable and difficult to abate, occurring primarily along existing corridors. The effectiveness of a noise barrier is primarily dependent on its height, length, and location with respect to the noise source (**traffic**) or receiver (sensitive area). Barriers are normally most effective when located close to **the** noise source or receiver. Noise barriers should be high enough to effectively block noise sources (tires, engine, exhaust) and long enough to maintain effectiveness at sensitive sites near the barrier ends. The optimum situation of the use of

³ Refer to **the** Conceptual Stage study for the listing of all relocated **and/or** demolished structures.

⁴ No “Category A” activities were found along **the** project.

noise barriers results when a dense concentration of impacted sites is directly adjacent to the highway right-of-way. In these instances, one barrier can result in the protection of a substantial number of people. Among the most common barriers are earth berms and **free-standing** walls. A noise barrier was evaluated at one location for decibel reduction, cost per unit, total cost and feasibility for construction and is identified below (refer to Figure A-2 for approximate location):

1. A barrier approximately 500 feet long and 7 to 10 feet tall beginning just south of the 14th Street bridge extending south, mounted on top of the existing retaining wall/Jersey barrier adjacent to **I-75/85** would reduce noise levels at the impacted two-story hotel by 5 to 7 decibels and would benefit approximately 67 individual hotel rooms.

There were no other sites determined reasonable or feasible for noise barriers. Abatement measures other than barriers such as **traffic** management, alteration of horizontal and vertical alignments, and acquisition of rights-of-way to **serve** as buffer zones, were considered. These measures were found to be infeasible or ineffective or would not meet abatement conditions. **Traffic** management measures exterior to the proposed development would be implemented to the extent that heavy truck through traffic would be prohibited. Horizontal alignments have been designed to avoid displacements along the corridor. Acquiring rights-of-way to serve as buffer zones would be prohibitively disruptive and expensive, and there are no adequate locations where county owned right-of-way is open to be used for this purpose.

As final plan development proceeds, further refinement of the placement and configuration of the proposed barrier will continue. Changes in land use would have a bearing on plans for abatement. There is a possibility that, by the time construction would commence, commercial development would have displaced receivers and other noise sensitive areas identified in this analysis where a barrier is now proposed. Should this occur, the barrier(s) would not be built. Similarly, a continuing trend toward high density residential development would cause a reassessment of barrier feasibility, partly due to the **difficulty** of providing abatement for multi-story buildings and partly because the units would have been built **after** public knowledge of the proposed project and its predicted noise impacts.

Topography, relocation, high unit cost, or a combination of all **of these** factors made it infeasible or unreasonable to place barriers for some noise impacted sites. These sites are described below:

2. The impacted commercial building adjacent to the proposed 16th Street Extension (approaching Northside Dr.) within the proposed development has little or no noise sensitive outdoor land use with windows closed year-round. Exterior human activity is limited to the parking lot. Effective abatement would be unreasonable, and would limit access to the

- building ~~from~~ the adjacent street.
3. The two houses along westbound 14th Street and one house along eastbound 14th Street are currently impacted, and would continue to be impacted as a result of the project. Effective noise barriers for these sites would not be reasonable and would limit access to the adjacent street.
 4. Exterior areas in the rear parking lot (facing Williams Street) and front entrance (facing 14th Street) ~~of the~~ hotel at the corner of Williams Street and 14th Street would be impacted. Noise abatement for this building and other commercial structures, with little or no noise-sensitive outdoor land use and closed windows year-round is limited to the ground floor areas, and would not be impacted internally. Because all first floor receivers of the hotel are located 25 feet above the elevation of the nearest roadway (Williams Street), noise abatement is unfeasible.
 5. The exterior area of a multi-story office complex, located immediately south of the proposed 17th Street bridge/Interchange, would be impacted by the elevated northbound exit ramp as it approaches 17th Street. As is the case with site # 3 above, any noise abatement would be limited to the ground floor receivers. A structure barrier mounted on top of the ramp Jersey barrier would provide limited noise abatement, affecting only those building floors directly adjacent to the ramp profile, and provide no abatement to ground floor tenants. However, as there is no exterior human activity in this area, interior noise levels would have to be studied on a specific basis. The cost of combining a structure barrier for the ramp and a barrier mounted on the retaining wall above Williams Street would require two separate barriers costing approximately \$125,000, and is not considered reasonable.

F. Construction noise

Although temporary in nature, construction noise can, at times, interfere with day-to-day activities. Construction equipment for this project will be required to have factory-installed mufflers or their equivalent in good working order during the life of the construction contracts; and where feasible, construction should be limited to daylight hours whenever possible. Where noise sensitive areas abut construction areas, temporary fences or barriers may be erected to break the line of site of the receiver with the noise source. These fences should be of a solid texture, such as wood or metal, rather than chain-linked.

APPENDIX K

Noise Data

- Receptor Locations and Information
- Instructions on Use of Tables and Attached Maps

The following maps and tables give receptor locations and noise levels. Receptors are sites which were computer modeled for prediction of noise levels. The tables show existing levels (both modeled and ambient), design year (2025) noise levels, and the change in noise levels from existing to future no-build and build condition, and the change in noise levels between the **future** build and no-build conditions. Time-variance as it relates to highway traffic noise, can fluctuate between intensely loud and quieter periods. Traffic noise will peak with the passage of a heavy truck and have quiet intervals when there is little or no traffic. To adequately characterize the hourly contributions of highway noise it is examined using statistical values, primarily the L_{eq} (hourly equivalent sound level), and the L_{10} , the sound level exceeded 10 percent of a specific time period. While both are accepted by FHWA and Georgia DOT, the L_{10} is preferred for analyzing traffic noise because it describes the manner in which **traffic** noise levels are distributed in time between noise sources whose time histories are similar, i.e. highways. Some receptors modeled originally will be acquired for rights-of-way, or as part of the proposed development. Noise levels for these sites are shown; however, abatement was not considered since they will be replaced or relocated.

| Table A-1 Noise Abatement Criteria | | |
|--|------------------|--|
| Hourly A-Weighted Sound Level - decibels (dBA) | | |
| L_{eq} (h) | L_{10} (h) | Description of Activity Category |
| 57 (Exterior) | 60 (Exterior) | A, Land on which serenity and quiet are of extraordinary importance and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose; i.e., an outdoor amphitheater. |
| 67 (Exterior) | 70 (Exterior) | B ; Picnic Areas, recreation areas, playgrounds, active sports areas, parks, residences, motels., hotels., schools., churches., libraries., and hospitals. |
| 72 (Exterior) | 75 (Exterior) | C; Developed lands, properties, or activities not included in Categories A or B above (commercial). |
| -- | -- | D; Undeveloped Lands. |
| 52 (Interior) | 55 (Interior) | E; Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums. |

Note: Either L_{eq} or L_{10} (h) (but not both) may be used on a project.
Source: *Federal-Aid Highway Program Manual*, Transmittal 348, August 9, 1982, Vol. 7, Ch. 7, Sec. 3.

How to use the following tables and attached maps:

- 1. Find the desired receptor location on the map and note the letter and number associated with it.
- 2. Go to Table A-2, find the appropriate area corresponding to the location on the map, and locate the receptor number.
- 3. Read the table horizontally to obtain receptor noise level information. (If a particular receptor is not included, or is located outside of the areas of impact, it would not be impacted.

Note: Receptors that are going to be acquired as a result of the transportation improvement portion of the project have been shaded solid on the attached maps. Abatement measures were therefore not considered for these receptors.

Example:

Figure A-2: Receptor B27 (residence) is located along northbound State Street within the Home Park Community.

Receptor B27 is represented on the second page of Table A-2.

Noise levels for B27 are:

| | |
|---|---|
| Ambient: | 60 dB A (L ₁₀), measured |
| | 63 dB A (L ₁₀) calculated (am) |
| Future noise level under no-build alternative: | 72 dB A (L ₁₀) calculated (pm) |
| Future noise level under the build alternative: | 66 dB A (L ₁₀) calculated |
| Increase with no-build Alternative: | 8 - 10 dB |
| Increase with build Alternative: | 3 - 4 dB |
| Difference between build and no-build: | S - 6 d B |

Notes regarding receptors in Table A-2:

All receivers shown represent exterior locations.
Numbers in bold at specific receptors indicate noise impacts as per the NAC.
Negative numbers represent *reductions* in noise levels at that location.
All noise impacts for Area E receptors are assessed under *theirproposed* land uses.
Under the site location column the letters in parentheses indicate the side of the street on which the receptor was modeled, e.g. NB = northbound side, etc.

| TABLE A-2: TRAFFIC NOISE LEVELS | | | | | | | | | | | | | | | | | | | |
|---|---|---------------------------------|----------------------------|--|---|--------------------|------|--------------------------|------|----------------------|------|---|------|-------------------|-----|--------------------------------------|------|---|------|
| 17TH BRIDGE/RECHANG ATLANTIC STEEL SITE REDEVELOPMENT | | | | | | | | | | | | | | | | | | | |
| Area | Area Name | Receivable Number | Existing Land Use Category | Site Location Identification (Closest Roadway) | Approx. Dist. To Exist./Prop. Centerline (feet) | Field Reading 1999 | | Existing Conditions 1998 | | Future No-Build 2025 | | Change from Existing to Future No-Build | | Future Build 2025 | | Change from Existing to Future Build | | Change from Future No-Build to Future Build | |
| | | | | | | (dF | 10) | (dBA L10) | | (dBA L10) | | (dBA L10) | | (dB | 10) | (dBA L10) | | (dBA L10) | |
| | | | | | | AM | (PM) | AM | (PM) | AM | (PM) | AM | (PM) | AM | PM | AM | (PM) | AM | (PM) |
| A | Northside Drive / 14th St. / Bishop St. | A1 | Commercial | Northside Dr. (SB) @ Bishop St. | 80 | 75 | --- | 70 | 70 | 72 | 7 | 2 | 1 | 72 | 72 | 2 | 2 | 0 | 1 |
| | | A2 | Commercial | Bishop St. (WB) @ Northside Dr. | 100 | | | 63 | 63 | 67 | 67 | 4 | 4 | 68 | 67 | 5 | 4 | 1 | 0 |
| | | A3 | Commercial | Bishop St. (WB); mid-block | 45 | 69 | --- | 68 | 68 | 7 | 70 | 4 | 2 | 72 | 70 | 4 | 2 | 0 | 1 |
| | | A4 | Commercial | Bishop St. (WB); mid-block | 45 | | | 67 | 67 | 70 | 69 | 4 | 2 | 71 | 69 | 4 | 2 | 0 | 0 |
| | | A5 | Commercial | Bldg. Corner, New 17th St. (EB) | 70 | | | 70 | 7 | 12 | 72 | 2 | 1 | 72 | 73 | 2 | 2 | 0 | 1 |
| | | A6 | Commercial | Bldg. Corner, New 17th St. (EB) | 170 / (100) | | | 62 | 62 | 66 | 66 | 4 | 4 | 67 | 66 | 5 | 5 | 1 | 0 |
| | | A7 | Commercial | Bldg. Corner, Northside Dr. (NB) | 55 | | | 72 | 73 | 74 | 74 | 2 | 1 | 74 | 74 | 2 | 2 | 0 | 1 |
| | | A8 | Commercial | Bldg. Face, New 16th St. (EB) | 180 / (30) | | | 64 | 65 | 66 | 66 | 2 | 1 | 71 | 72 | 7 | 7 | 5 | 6 |
| | | A9 | Commercial | Bldg. Face, New 16th St. (EB) | 380 / (30) | | | 59 | 59 | 6 | 6 | 2 | 2 | 70 | 7 | 11 | 12 | 9 | 10 |
| | | A10 | Commercial | Bldg. Corner, Hemphill Ave. (NB) | 60 / (85) | | | 69 | 70 | 72 | 72 | 3 | 3 | 70 | 7 | 1 | | -2 | -1 |
| | | A11 | Commercial | Hemphill Ave. (NB) | 55 / (135) | 69 | --- | 68 | 69 | 72 | 71 | 4 | 2 | 68 | 69 | 0 | 0 | -4 | -2 |
| | | A12 | Commercial | Bldg. Face, 14th St. (WB) | 85 (105) | | | 66 | 67 | 70 | 70 | 4 | 3 | 68 | 69 | 2 | 1 | -2 | -1 |
| | | A13 | Commercial | Bldg. Face, 14th St. (WB) | 65 | | | 66 | 69 | 70 | 70 | 4 | 1 | 69 | 70 | 3 | 1 | -1 | 0 |
| B | 14TH St. / Techwood Dr. & Home Park | B1 | Commercial | Parking Lot, State St. (SB) | 50 / (40) | 66 | --- | 65 | 66 | 72 | 74 | 7 | 8 | 67 | 68 | 2 | 2 | -5 | -6 |
| | | B2 | Residence | Bldg. Face, State St. (SB) | 50 | | | 63 | 63 | 71 | 72 | 8 | 9 | Displaced | ced | A | | | |
| | | B3 | Residence | Bldg. Face, State St. (SB) | 60 | | | 62 | 62 | 70 | 72 | 8 | 10 | 66 | 65 | 4 | 3 | -4 | -7 |
| | | B4 | Residence | Bldg. Face, 16th St. (BB) | 32.5 / (350) | | | 57 | 56 | 61 | 62 | 4 | 6 | 58 | 59 | 1 | 3 | -3 | -3 |
| | | B5 | Residence | Bldg. Face, 16th St. (BB) | 180 / (205) | | | 58 | 57 | 62 | 63 | 4 | 6 | 61 | 62 | 3 | 5 | -1 | -1 |
| | | B6 | Residence | Bldg. Face, 16th St. (BB) | 175 / (200) | | | 59 | 57 | 62 | 63 | 3 | 6 | 61 | 62 | 2 | 5 | -1 | -1 |
| | | B7 | Residence | Bldg. Face, 16th St. (BB) | 175 / (200) | | | 59 | 57 | 62 | 63 | 3 | 6 | 6 | 62 | 2 | 5 | -1 | -1 |
| | | B8 | Residence | Bldg. Face, 16th St. (BB) | 180 / (205) | | | 59 | 58 | 62 | 63 | 3 | 5 | 6 | 62 | 2 | 4 | -1 | -1 |
| | | B9 | Residence | Bldg. Face, 16th St. (BB) | 130 / (155) | | | 61 | 59 | 64 | 64 | 3 | 5 | 53 | 64 | 2 | 5 | -1 | 0 |
| | | B10 | Residence | Bldg. Face, 16th St. (BB) | 45 / (70) | | | 66 | 63 | 70 | 71 | 4 | 8 | Displaced | ced | 4 | | | |
| | | B10a | Residence | Bldg. Face, 16th St. (BB) | 35 / (60) | 70 | --- | 68 | 66 | 72 | 73 | 4 | 7 | Displaced | | N/A | | | |
| | | B11 | Residence | Bldg. Face, 16th St. (BB) | 40 / (65) | | | 67 | 65 | 71 | 72 | 4 | 7 | Displaced | | N/A | | | |
| | | B12 | Commercial | Bldg. Face, 16th St. (BB) | 60 / (85) | | | 68 | 66 | 70 | 70 | 2 | 4 | 69 | 70 | 1 | 4 | -1 | 0 |
| | | B13 | Commercial | Bldg. Face, 16th St. (BB) | 50 / (75) | | | 70 | 69 | 72 | 72 | 2 | 3 | 71 | 72 | 1 | 3 | -1 | 0 |
| | | B14 | Commercial | Bldg. Face, Techwood Dr. (SB) | 65 / (75) | | | 70 | 70 | 70 | 70 | 0 | 0 | 59 | 69 | -1 | -1 | -1 | -1 |
| B15 | Commercial | Bldg. Face, Techwood Dr. (SB) | 50 / (60) | | | 70 | 70 | 70 | 71 | 0 | 1 | 59 | 69 | -1 | -1 | -1 | -2 | | |
| B15a | Commercial | In front of B15, for comparison | 40 / (50) | 74 | --- | 75 | 74 | 76 | 76 | 1 | 2 | 73 | 73 | -2 | -1 | -3 | -3 | | |

| TABLE A-2: TRAFFIC NOISE LEVELS | | | | | | | | | | | | | | | | | | | | |
|--|-----------------|----------------------------|--|--|--------------------|-----|--------------------------|------|----------------------|------|---|------|-------------------|-----|--|------|---|------|----|------|
| 17TH ST. BRIDGE/TH [RECHANG] ATLANTIC S EL SITE RI VELOPMENT | | | | | | | | | | | | | | | | | | | | |
| Area Name | Receiver Number | Existing Land Use Category | Site Location Identification (Closest Roadway) | Approx. Dist. To Exist./ (Prop.) Centerline (feet) | Field Reading 1999 | | Existing Conditions 1998 | | Future No-Build 2025 | | Change from Existing to Future No-Build | | Future Build 2025 | | Change from Existing to Future Build (dBA L10) | | Change from Future No-Build to Future Build (dBA L10) | | | |
| | | | | | (d | o) | (dE | o) | (dE | o) | (dE | 10) | (dB | 10) | AM | (PM) | AM | (PM) | AM | (PM) |
| | | | | | AM | PM | AM | (PM) | AM | (PM) | AM | (PM) | AM | PM | | | | | | |
| 14TH ST. / Techwood Dr. & Home Park | B16 | Commercial | Bldg. Face; Techwood Dr. (SB) | 65 / (75) | | | 72 | 72 | 73 | 73 | 1 | 1 | 71 | 71 | -1 | -1 | -2 | -2 | | |
| | B17 | Commercial | Bldg. Face; Techwood Dr. (SB) | 75 / (85) | | | 70 | 70 | 71 | 71 | 1 | 1 | 69 | 69 | -1 | -1 | -2 | -2 | | |
| | B17a | Commercial | Bldg. Face; Techwood Dr. (SB) | 70 / (60) | | | 71 | 71 | 72 | 72 | 1 | 1 | Disj | ced | N/A | | | | | |
| | B18 | Commercial | Bldg. Face; Techwood Dr. (SB) | 60 / (70) | | | 71 | 71 | 73 | 74 | 2 | 3 | i i | 71 | 0 | 0 | -2 | 3 | | |
| | B19 | Commercial | Bldg. Face; 14th St. (WB) | 55 | | | 71 | 72 | 74 | 75 | 3 | 3 | 71 | 71 | 0 | -1 | 3 | -4 | | |
| | B20 | Commercial | Bldg. Face; 14th St. (EB) | 90 / (35) | | | 72 | 72 | 73 | 74 | 1 | 2 | 74 | 75 | 2 | 3 | 1 | 1 | | |
| | | Commercial | Hotel, facing Connector (SB) | 170 | | | 77 | 77 | 76 | 16 | (1) | (1) | 76 | 76 | -1 | -1 | 0 | 0 | | |
| | B21b | Commercial | Hotel, facing Connector (SB) | 140 | | | 74 | 76 | 76 | 75 | 2 | (1) | 76 | 75 | 2 | -1 | 0 | 0 | | |
| | B22 | Residence | Parking Lot; Fowler St. (NB) | 35 | 65 | | 64 | 63 | 64 | 64 | 0 | 1 | 63 | 62 | -1 | -1 | -1 | -2 | | |
| | B23 | Commercial | Bldg. Face; 14th St. (EB) | 60 | | | 69 | 70 | 73 | 74 | 4 | 4 | 70 | 71 | 1 | 1 | -3 | -3 | | |
| | B24 | Residence | Bldg. Face; 14th St. (WB) | 60 | | | 69 | 70 | 73 | 74 | 4 | 4 | 69 | 71 | 0 | 1 | -4 | -3 | | |
| | B25 | Residence | Bldg. Face; 14th St. (WB) | 60 | | | 69 | 70 | 73 | 74 | 4 | 4 | 70 | 71 | 1 | 1 | -3 | -3 | | |
| | B26 | Residence | Bldg. Face; 14th St. (BB) | 40 | | | 71 | 72 | 73 | 74 | 2 | 2 | 72 | 73 | 1 | 1 | -1 | -1 | | |
| | B27 | Residence | Bldg. Face; State St. (NB) | 55 | 60 | --- | 63 | 62 | 71 | 72 | 8 | 10 | 66 | 66 | 3 | 4 | -5 | -6 | | |
| | B28 | Residence | Bldg. Face; State St. (NB) | 55 | | | 63 | 63 | 71 | 72 | 8 | 9 | 66 | 66 | 3 | 3 | -5 | -6 | | |
| | B29 | Residence | Bldg. Face; State St. (NB) | 50 | | | 66 | 66 | 72 | 74 | 6 | 8 | 68 | 68 | 2 | 2 | -4 | -6 | | |
| Mid-town Atlanta; East of the I-75/85 Connector | C1 | Commercial | Hotel; 14th St. @ Williams | 135 / (85) | | | 74 | 73 | 74 | 74 | 0 | 1 | i i | 74 | 0 | 1 | 0 | 0 | | |
| | C2 | Commercial | Hotel; 14th St. @ Williams | 160 / (110) | | | 73 | 73 | 74 | 74 | 1 | 1 | 73 | 73 | 0 | 0 | -1 | -1 | | |
| | C3 | Commercial | Warehouse; Williams St. (NB) | 85 / (25) | | | 76 | 76 | 76 | 76 | 0 | 0 | 78 | 79 | 2 | 3 | 2 | 3 | | |
| | C4 | Commercial | Funeral Home; Williams St. (NB) | 110 / (70) | | | 75 | 74 | 74 | 75 | (1) | 1 | 74 | 75 | -1 | 1 | 0 | 0 | | |
| | C5 | Commercial | 16th St. (EB) @ Spring St. | 45 | 68 | --- | 67 | 67 | 69 | 69 | 2 | 2 | 69 | 69 | 2 | 2 | 0 | 0 | | |
| | C6 | Commercial | Williams St. (NB); I-75/85 (NB) | 120 / (40) | | | 73 | 72 | 73 | 71 | 0 | (1) | 75 | 73 | 2 | 1 | 2 | 2 | | |
| | c 7 | Commercial | Williams St. (NB); cul-de-sac | 155 / (80) | | | 12 | 71 | 72 | 70 | 0 | (1) | 72 | 71 | 0 | 0 | 0 | 1 | | |
| | C8 | Commercial | Williams St. (NB); I-75/85 (NB) | 130 | 75 | 71 | 73 | 72 | 73 | 71 | 0 | (1) | 75 | 73 | 2 | 2 | 2 | 2 | | |
| | C9 | Commercial | Williams St. (NB); cul-de-sac | 195 / (120) | | | 70 | 68 | 70 | 68 | 0 | 0 | 70 | 69 | 0 | 1 | 0 | 1 | | |
| | C10 | Commercial | Williams St. (NB); I-75/85 (NB) | 150 / (80) | | | 71 | 69 | 71 | 69 | 0 | 0 | 72 | 71 | 1 | 2 | 1 | 2 | | |
| | C11 | Commercial | Williams St. (NB); New 17th St. | 150 / (115) | | | 70 | 68 | 70 | 67 | 0 | (1) | 71 | 71 | 1 | 3 | 1 | 4 | | |
| | C12 | Commercial | Williams St. (NB); New 17th St. | 280 / (125) | | | 68 | 67 | 69 | 67 | 1 | 0 | 70 | 70 | 2 | 3 | 1 | 3 | | |
| | C13 | Commercial | Parking Lot; Spring St. (NB) | 60 | | 67 | 70 | 68 | 72 | 71 | 2 | 3 | 72 | 71 | 2 | 3 | 0 | 0 | | |
| | C14 | Commercial | Spring St. (SB) @ 18th St. | 55 | | 71 | 72 | 70 | 73 | 72 | 1 | 2 | 73 | 71 | 1 | 1 | 0 | -1 | | |
| | C15 | Commercial | Parking Lot; W. Peachtree (NB) | 70 | -- | 71 | 69 | 71 | 71 | 74 | 2 | 3 | 71 | 72 | 2 | 2 | 0 | -2 | | |
| | Cl 6 | Commercial | W. Pchtree (NB) @ Lmbdy Way | 65 | 71 | 70 | 69 | 71 | 71 | 74 | 2 | 3 | 71 | 72 | 2 | 1 | 0 | -2 | | |
| | C17 | Commercial | 17th St. (WB) @ W. Pchtr. St. | 20 | 71 | 74 | 72 | 74 | 74 | 76 | 2 | 2 | 74 | 76 | 2 | 2 | 0 | 0 | | |
| | Cl 8 | Commercial | 17th St. (EB), app.. Pchtr. St. | 40 | | | 66 | 67 | 69 | 68 | 3 | 1 | 70 | 72 | 4 | 5 | 1 | 4 | | |
| | C19 | Commercial | W. Pchtr. St. (NB) @ Pchtr. St. | 50 | 65 | 70 | 68 | 70 | 74 | 77 | 6 | 7 | 75 | 76 | 7 | 6 | 1 | -1 | | |
| | C20 | Commercial | Pchtr. (SB) @ Buf. Hwy. Conn. | 35 | 71 | 74 | 72 | 73 | 75 | 76 | 3 | 3 | 75 | 77 | 3 | 4 | 0 | 1 | | |

TABLE A-2: TRAFFIC NOISE LEVELS

| TABLE A-2: TRAFFIC NOISE LEVELS | | | | | | | | | | | | | | | | | | | | | | |
|---------------------------------|-------------------------------------|--|-------------|---|--|--|------------------------------|---------------------|------------------------------------|-------|------------------------------|-------------|---|---------|---------------------------|---------|--|---------|---|----|----|----|
| | | 17TH ST. BRIDGE/TH INTERCHANGE & ATLANTIC STEEL SITE R | | | | | | | | | | DEVELOPMENT | | | | | | | | | | |
| Area | Area Name | | | Existing Land Use Category | Site Location Identification (Closest Roadway) | Approx. Dist. To Exist./ (Prop.) Centerline (feet) | Field Reading 1999 (dBA L10) | | Existing Conditions 1998 (dBA L10) | | Future No-Build 2025 (dB 10) | | Change from Existing to Future No-Build (dBA L10) | | Future Build 2025 (dB 10) | | Change from Existing to Future Build (dBA L10) | | Change from Future No-Build to Future Build (dBA L10) | | | |
| | | | | | | | AM | PM | AM | PM | AM | PM | AM | PM | AM | PM | AM | PM | AM | PM | AM | PM |
| | | | | | | | | | | | | | | | | | | | | | | |
| D | Ansley Park | D1 | Residential | Beverly Street - Mid-block | 60 | | | 65 | 65 | 66 | 66 | 1 | 1 | 56 | 66 | 1 | 1 | 0 | 0 | | | |
| | | D2 | Commercial | Bldg. Face; NE corner, Peachtree St. @ Peachtree Circle | 55 | | | 72 | 73 | 73 | 7s | 1 | 2 | 73 | 75 | 1 | 2 | 0 | 0 | | | |
| | | D3 | Residential | Peachtree Circle - Mid-block | 60 | 66 | --- | 65 | 66 | 67 | 67 | 2 | 1 | 66 | 68 | 1 | 2 | -1 | 1 | | | |
| | | D4 | Residential | 17th Street - Mid-block | 40 | | | 65 | 65 | 66 | 66 | 1 | 1 | 66 | 67 | 1 | 2 | 0 | 1 | | | |
| | | D5 | Commercial | Bldg. Face; NE corner, Peachtree St. @ 16th St. | 30 | | | 68 | 68 | 70 | 70 | 2 | 2 | 69 | 69 | 1 | 1 | -1 | -1 | | | |
| | | D6 | Residential | 16th St. - Mid-block | 30 | | | 65 | 65 | 67 | 67 | 2 | 2 | 67 | 67 | 2 | 2 | 0 | 0 | | | |
| | | D7 | Residential | Church Façade; NE corner, Peachtree St. @ 15th St. | 90 | | | 66 | 67 | 68 | 69 | 2 | 2 | 68 | 69 | 2 | 2 | 0 | 0 | | | |
| | | D8 | Residential | 15th St. - Mid-block | 75 | | | 62 | 63 | 64 | 65 | 2 | 2 | 64 | 65 | 2 | 2 | 0 | 0 | | | |
| | | D9 | Commercial | Bldg. Face; NE corner, Peachtree St. @ 14th St. | 100 | | | 66 | 67 | 68 | 69 | 2 | 2 | 68 | 69 | 2 | 2 | 0 | 0 | | | |
| | | D10 | Commercial | 14th St. - Mid-block | 40 | | | 69 | 70 | 72 | 73 | 3 | 3 | 71 | 72 | 2 | 2 | -1 | -1 | | | |
| E | Redeveloped Atlantic Steel Property | E1 | Commercial | Bldg. Face; 16th St. (WB) | (55) | | | None exceeded 55 dB | | | | N / A | | --- | 65 | > 10 dB | | > 10 dB | | | | |
| | | E2 | Commercial | Bldg. Face; 16th St. (WB) | (30) | | | None exceeded 55 dB | | | | N / A | | --- | 70 | > 10 dB | | > 10 dB | | | | |
| | | E3 | Residential | Bldg. Face; 17th St. (EB) | (90) | | | None exceeded 55 dB | | | | N / A | | --- | 66 | > 10 dB | | > 10 dB | | | | |
| | | E4 | Residential | Bldg. Face; 17th St. (EB) | (50) | | | None exceeded 55 dB | | | | N / A | | --- | 68 | > 10 dB | | > 10 dB | | | | |
| | | E5 | Residential | Bldg. Face; 17th St. (EB) | (40) | | | None exceeded 55 dB | | | | N / A | | --- | 70 | > 10 dB | | > 10 dB | | | | |
| | | E6 | Residential | Bldg. Face; 17th St. (EB) | (35) | | | None exceeded 55 dB | | | | N / A | | --- | 70 | > 10 dB | | > 10 dB | | | | |
| | | E7 | Commercial | Bldg. Face; 17th St. (EB) | (70) | | | None exceeded 55 dB | | | | N / A | | | 68 | > 10 dB | | > 10 dB | | | | |
| | | E8 | Commercial | Bldg. Face; 17th St. (EB) | (70) | | | None exceeded 55 dB | | | | N / A | | --- | 69 | > 10 dB | | > 10 dB | | | | |
| | | E9 | Commercial | Bldg. Face; 17th St. (EB) | (80) | | | None exceeded 55 dB | | | | N / A | | --- | 68 | > 10 dB | | > 10 dB | | | | |
| | | E10 | Commercial | Bldg. Face; 17th St. (EB) | (70) | | | None exceeded 55 dB | | | | N / A | | --- | 69 | > 10 dB | | > 10 dB | | | | |
| | | E11 | Residential | Bldg. Face; 16th St. (EB) | 15 / (25) | | | N / A | | | | N / A | | --- | 72 | > 10 dB | | > 10 dB | | | | |
| | | E12 | Residential | Bldg. Face; 16th St. (EB) | 20 / (30) | | | N / A | | | | N / A | | --- | 72 | > 10 dB | | > 10 dB | | | | |
| | | E13 | Commercial | Atl. Steel Site; 16th St. (WB) | 70 / (20) | | | N / A | | | | N / A | | | 72 | > 10 dB | | > 10 dB | | | | |
| | | E14 | Commercial | Atl. Steel Site; 16th St. (WB) | 80 / (20) | | | N / A | | | | N / A | | | 73 | > 10 dB | | > 10 dB | | | | |
| E15 | Commercial | Atl. Steel Site; I-85 SB ramp | 300 | 67 | 65 | 65 | 64 | 64 | 64 | N / A | | --- | 69 | --- | 5 | --- | 5 | | | | | |
| E16 | Commercial | Atl. Steel Site; I-85 SB ramp | 100 | 72 | 70 | 70 | 70 | 69 | 70 | N / A | | --- | 73 | --- | 3 | --- | 3 | | | | | |
| E17 | Commercial | Atl. Steel Site; I-85 SB ramp | 90 | 66 | 64 | 66 | 65 | 64 | 64 | N / A | | --- | 64 | --- | -1 | --- | 0 | | | | | |
| E18 | Commercial | Bldg. Face; Lyle St. (SB) | (40) | | | None exceeded 55 dB | | | | N / A | | --- | 70 | > 10 dB | | > 10 dB | | | | | | |
| E19 | Commercial | Bldg. Face; 17th St. (WB) | (60) | | | None exceeded 55 dB | | | | N / A | | --- | 70 | > 10 dB | | > 10 dB | | | | | | |
| | Commercial | Bldg. Face; 17th St. (WB) | (60) | | | None exceeded 55 dB | | | | N / A | | --- | 70 | > 10 dB | | > 10 dB | | | | | | |
| E21 | Commercial | Bldg. Face; State St. (NB) | (50) | | | None exceeded 55 dB | | | | N / A | | --- | 69 | > 10 dB | | > 10 dB | | | | | | |
| E22 | Residential | Bldg. Face; 17th St. (WB) | (30) | | | None exceeded 55 dB | | | | N / A | | --- | 70 | > 10 dB | | > 10 dB | | | | | | |
| E23 | Residential | Bldg. Face; 17th St. (WB) | (60) | | | None exceeded 55 dB | | | | N / A | | --- | 65 | > 10 dB | | > 10 dB | | | | | | |
| E24 | Residential | Bldg. Face; 17th St. (WB) | (40) | | | None exceeded 55 dB | | | | N / A | | --- | 69 | > 10 dB | | > 10 dB | | | | | | |

